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21 January 1980

# West Europe Report

(FOUO 3/80)



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## WEST EUROPE REPORT

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COUNTRY SECTION

FRANCE

#### SENATE ADOPTS DRAFT DEFENSE BUDGET FOR 1980

Paris AIR & COSMOS in French 8 Dec 79 pp 12-13

[Text] The Senate adopted the draft defense budget for 1980 at the close of its two meetings held Thursday, 29 November 1979. The meetings were characterized by the reports of committee chairmen, the questions and comments of the senators of the majority and the opposition, and the answers and clarifications provided by the minister of defense, Mr Yvon Bourges, at the conclusion of the proceedings.

We recount below, often quoting them in full, the most important parts of the minister's statements.

#### The General Outline of the Draft Budget

At the beginning of his statement the minister defined the characteristics of the draft budget:--a special effort in favor of investments: 45 percent of the funds are earmarked for investments, whereas the programming law counted on 44.5 percent; moreover, within a budget which progresses by 14.9 percent, Title V funds are up by 19.5 percent where payment funds are concerned and by 22.4 percent where programming authorizations are concerned;--respect for the physical contents of the programming law;--importance of the nuclear program: whereas the programming law had provided for only 15.8 percent, the nuclear program represents 19.1 percent of the total defense budget for 1980; of this portion 15.9 percent is devoted to investment expenses and 3.2 percent to operating expenses. In 1978 (for the budget for the year now ending) the nuclear program had represented 18.2 percent of the total defense budget, also with 3.2 percent for operating expenses for the nuclear program, which demonstrates the special progression, in the draft budget for 1980, of investments devoted to manufacturing, study and research in the nuclear field.

#### Successful Testing of Nuclear Vectors

Where the preparation of new weapons in the nuclear field is concerned, especially vectors, the minister emphasized that it is moving along satisfactorily. (The official statement published on this subject by the Ministry of Defense is given on page 51 of this issue). He spoke on this subject as follows:

"M 20 vectors and M 20 weapons have gone into service and are included in the overall equipment of our nuclear submarines. We have done extensive

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testing on the M 20 missile during more than ten firings, mostly from submerging submarines. They have all taken place in the most favorable conditions and with complete success. This is also true of the S 3 rockets which in the near future will be equipping the installations of the Albion plateau of the strategic air forces."

"These results have confirmed the fortunate results of the previous experimental firings. That is why it was possible to apply the term 'operational' to the vectors as well as the implementation procedures."

"For the first time, in the month of December last year, a missile was fired with the objective of checking the reentry into the atmosphere of the multiple heads of the M 4 missile. These three tests produced very good results. They represent an important stage in the perfecting of M 4 multiple heads and their guiding system. That amounts to saying that in this very important sector we are from now on very resolutely on the right track. The decade of the 1980's will see the successive putting into service of the new nuclear submarines that can fire devices of the M 4 type. The first will go into service in 1985. Every 18 months a nuclear submarine designed to fire devices converted into M 4 weapons and vectors will go into service. That is to say that between now and 1990 we will bring into being a strategic oceanic force that will represent, in both fire power and quantity of targets, a sizeable progression, since for fire power it will amount to 1.6 and to 2.6 for the number of targets that can be reached, and this is in comparison with the situation in 1980. Starting next year, and with the entry into service of the missile-launching nuclear submarine, "Le Tonnant," four missile-launching nuclear submarines will be permanently included in the operational cycle and two permanently in sea patrol. Most of the time, after 1980, a third one also will be, which will give quite a special meaning to our supportive attack force."

"We are preparing the third generation of missile-launching submarines for the final decade of the century. Moreover, we are giving thought to the making of mobile ground-to-ground strategic missiles which will one day complete the nuclear dissuasion arsenal in which they will be a new component."

"Where the nuclear tactical weapon is concerned, we have put the A.S.M.P.--air-to-ground medium range missile--to work. This missile will go into service in 1985. (But) while a decision has been reached on the air-to-ground, there is none yet on the ground-to-ground nuclear tactical weapon. It is obvious that the vectors of this new system will have to have a range and an ease of use much greater than those of the Pluto system now in service. It is in fact to this effect that studies now in process are being done. The range and conditions of use of this weapon which is really quite essential in our dissuasion policy must be better adapted."

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Research and Energy-Saving Efforts

The minister stressed the importance of the French effort in studies and research for armng and defense: since 1977, the first year of the application of the programming law, programming authorizations in this field have risen by 104 percent payment funds by 99 percent.

In this field the worries of the minister of defense are twofold:

- 1) Take action so that research and studies will not be carried out within the framework of the ministry alone. Thus it is that the latter, through contracts, is striving to benefit from work that is being accomplished either in the laboratories of industrial firms or in the defense laboratories.
- 2) Tie all of the country's scientific authorities in with the research effort and not be satisfied with theoretical research. In the achievement of modern materiel, whether it be equipment for ground, naval or aeronautical forces, it is the opinion of the minister of defense that "in all sectors France is rather advanced in comparison with countries which in other respects are much more developed."

Where energy-saving is concerned, the minister clearly provided the following details: "For some years an effort has been underway which has enabled us to stabilize and even reduce defense's overall consumption of petroleum products, since on a 100 basis in 1973 our consumption was, in 1977, standing at 90.5 percent. This is not surprising, and the funding that we devote to investments or to work connected with energy-saving--which amounted to 45 million francs in the 1979 budget in which 60 million francs are earmarked for this purpose. The research that we are doing in the field of propulsion and motorization stems from the same concern. I cite as an example the new school airplane for training our pilots, the Alpha Jet, which makes it possible to realize a saving of up to about a third in comparison with the machines that it has just replaced."

"Another example in a different field: at Pamiers we are building barracks which will be heated by means of a system for catching solar energy. That means that we have given the need for energy-saving complete consideration, and that as far as the armed forces are concerned they are making every effort to serve as an example."

Mirage 2000

Since the High Assembly had to discuss the draft defense budget for 1980 one week after the Australian Government's decision to exclude the Mirage 2000 (and the F-16 L) from the open competition to provide a successor to the modernized Mirage III O's became known, it was only normal for the minister to be queried, on the one hand, about the reasons that had led the Australian Government to eliminate the French entry from the competition, and, on the other, about the state of progress in the Mirage 2000 program.

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On this point Mr. Yvon Bourges spoke as follows:

"The thrust of the M.53 motor that will equip the Mirage 2000 and the aerodynamic characteristics of the cell give the Mirage 2000 a maneuverability equivalent to or better than that of the F 16, and even very superior to supersonic speeds, must as, moreover, the Australian authorities themselves have pointed out."

"Furthermore the motor is in the process of being improved. From the start it is known what a motor is all about; as time goes by it gets improved and perfected. The motor's foreseeable improvements can only increase this superiority."

"As for the firing radars which had been questioned, I will remind you that France is developing not just one but two for the Mirage 2000. The first is optimized for the air defense version, the second is of a more polyvalent character. In view of the advanced stage of the works on perfecting them, whole lines of them should be available by dates that will be quite compatible with the requirements of the Australian air force. It has been more than a month now since I officially informed by colleague, the Australian minister of defense, of this. That is why we hope that the Mirage 2000 is not completely out of competition for the equipping of the Australian air force."

The Neutron Bomb

Queried by an opposition senator on the funding earmarked for financing studies on the neutron bomb, the minister replied that such funding had indeed been projected in the 1980 budget. The minister of defense is studying the effects of radiation reinforced weapons, clean weapons which spare the civilian population, and are limited in effect because they are specific. Even if France has decided not to equip itself with such weapons, "there is no reason for dropping the idea of going ahead with studies on them."

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COUNTRY SECTION

FRANCE

NATIONAL ASSEMBLY PASSES 1980 DEFENSE BUDGET

Paris AIR & COSMOS in French 10 Nov 79 p 10

[Text] Tuesday, 6 November 1979, at the close of debates that held no surprises, the National Assembly adopted the draft of the defense budget for 1980 just as the minister, Yvon Bourges, had presented it. Let us remember that at 105 billion francs, pensions included, this budget ranks first among the budgets of the state.

In the name of the Committee of Finance, General Economy and Planning on the one hand, and the Committee for National Defense and the Armed Forces on the other, there were in all ten chairmen who, on behalf of the deputies of the National Assembly, analyzed and often criticized the draft budget for 1980 presented by the Minister of Defense, Mr Yvon Bourges.

Programming law respected, but....

For Mr Jacques Cressard, special chairman on behalf of the finance committee, the 1980 defense budget is good evidence of the application of the decisions reached in 1976 within the framework of the programming law. Amounting to nearly 90 billion francs, this budget benefits from a considerable increase (plus 14.9 percent) in comparison with 1979, and, if pensions are included in it, takes its place, as in 1979, in the front row of budget funds, ahead of shared expenses (94.7 billion francs) and national education (89 billion francs).

In comparison with the evolution of the corresponding civil allotments, the chairman observes, an identical rise is noted in ordinary expenditures and a clearly greater rise in expenditures for military equipment which, in programming authorizations as in payment estimates, rise twice as fast. Programming authorizations under Title V amount to 52.5 billion francs, and payment estimates amount to 39.483 billion francs. These resources, Mr Jacques Cressard emphasizes, will, in particular, make it possible to keep a certain priority in effect for strategic nuclear force (programs S3 and M4 in particular) and to increase study and research efforts. For the Air Force the 1980 budget includes first and foremost the grants necessary for maintaining the potential of combat aviation: orders are to be placed for 23 Mirage F-1's and 22 Mirage 2000's.

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None the less this budget, Mr Cressard remarks, is not in keeping on some points with set objectives.

Thus it is that:

- 1) in spite of the speedier growth of military funding in 1980, its share within the state's budget will be only 16.87 percent instead of 19.5 percent as had been anticipated;
- 2) the distribution of funding between sections is not consonant with estimates: in 1980 the jointly shared section will get two billion francs more than was estimated in the programming law, the Navy 324 million, whereas the Air Force will have to take a credit entry of 477 million, the gendarmery one of 307 million, and the army one of 200 million;
- 3) the effect of monetary erosion is growing worse and worse, and the armed forces will therefore experience a drop in their anticipated purchasing power which can be estimated at 5 billion francs including 1.8 billion francs for the Air Force.

Regarding capital expenses, Mr Jacques Cressard pointed out that the Air Section in 1980 will enjoy the greatest increase in programming authorizations and payment credits, followed (where programming authorizations are concerned) by the Land Army and Navy Sections. Moreover the studies programs are making swift headway, and funding for projected studies will have more than doubled in 4 years. In this respect, the chairman pointed to the 500 MF programming authorization funding for 1980 earmarked for financing "general studies" of the utmost importance for the future: fourth generation MSBS missiles, mobile ground-to-ground missiles (possible 3d generation ground-to-ground missiles), cruising missiles. He feels, furthermore, that in the prospect of military use of space, "participants in the operations of the earth observation satellite (SPOT) carried out by the National Center for Space Studies (CNES) (30 MF) as well as the Ariane spacecraft (92 MF) and the telecommunications satellite show that on the basis of knowledge acquired in civilian programs, Defense intends to make some military satellites in an undoubtedly still distant future period. [punctuation as published]

About the Alpha Jet, Mr Cressard recalled that "orders placed up to next 31 December will amount to 144, and there will be 22 in the 1980 budget, with 34 more remaining to be placed."

Where Air Force infrastructure is concerned, the main operations for which financing is planned for 1980 have to do with the repair of landing fields, the construction of hangers for airplanes (100 MF), the improvement of barracks (40 MF), adaptation to new materiel (30 MF), completion of the reconstruction of the Rochefort School (14 MF in 1980 which will be in addition to the 380 MF already funded under previous budgets).

Training Level of the Armed Forces Maintained

Title III (ordinary expenditures) chairman, Mr Rossi, specified that for the Air Force the projected grant for the functioning of air bases in 1980

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was brought up to such a level that the severe constraints imposed by restrictions since 1976 can now be removed. Moreover he recalled that the finance committee had "deplored" the weak growth rate of programmed maintenance funds for materiel, which will not allow the establishment of the spare commodities indispensable for keeping the materiel in service in good condition. The quantity of such materiel is increasing (....)." [punctuation as published]

Two Super 530 Missiles

Chairman on behalf of the National Defense Committee for Title V funding, Mr Guy Cabanal stated with respect to missiles that a version of the Magic 2 was in the process of development, and that regarding Matra Super 530 a distinction has to be made between:

--Super 530 F1 for interception missions at medium and high altitudes and great speed which Mirage F1 performs; and

--Super 530D, designed to allow Mirage 2000 to perform interceptions missions at high and very high altitudes.

465,000 Hours of Flying Time: Desirable Minimum Level

The chairman for Title III funds on behalf of the National Defense Committee, Mr Jean-Perre Bechter, indicated that for the Air Force in 1980 the plan is only to maintain 1979 air activity, i.e., 430,000 hours. The Air Force considers 465,000 hours to be the desirable minimum level. The same chairman provided some interesting information on the monthly activity of the navigation staff members of the Air Force and the Naval Aeronautics Corps. This information can be found on page 37 of this issue.

The Air Force and New Types of Energy

Chairman of the budget for the "Air" Section on behalf of the national defense committee, Mr Loic Bouvard provided the following noteworthy information: at all levels the Air Force took the problem of energy-saving very seriously. For the purpose of saving fuel research has been undertaken regarding the utilization of new types of energy. In particular it is for this reason that since 1976 heating for the air base at Mont-de-Marsan has been provided with geothermic energy and that an experiment is currently in process to supply sanitary hot water to certain buildings at the Istres air base by means of solar energy. Naturally, follow-up on these efforts will be provided.

Furthermore the chairman noted that there would probably be a lag of 9 to 12 months in the Mirage 2000 program: four airplanes ordered in 1979 instead of the 20 planned; 22 included in the 1980 budget as opposed to 20 planned. The cumulative delay currently is 14 airplanes.

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FRANCE

GISCARD SPEAKS ON 'HIS' AFRICAN POLICY

Paris L'EXPRESS in French 22 Dec 79 pp 34, 36-38

[Article by Christian d'Epenoux and Christian Hoche]

[Text] "Africa is the only continent where France can still change the course of History with 500 men." Christian d'Epenoux and Christian Hoche open up the African file, which the National Assembly will take up on 19 December.

Valery Giscard d'Estaing does not have the least bit of doubt or hesitation when he speaks of "his" African policy. "As far as France is concerned, having had the ability all by itself to keep the African continent in a state of peace (...) represents a great success in my opinion." What a striking way to summarize History! In 3 years, in the name of the principle "Africa belongs to the Africans," the Elysee Palace has given the green light to five armed operations: In Mauritania, Chad, Zaire (twice) and, just recently, in the Central African Republic--not to mention the ongoing contact wherever the telephone can avert the rifle. Paris overthrows a chief of state just as one transfers a prefect. And it sends out its legions to reestablish order like members of the state security police during a wine growers' rebellion. France, having shed its colonial complex, seems to be doing just as it pleases from Dunkirk to Kolwezi.

Protests? Scarcely a few whispers of distress or empty expressions of indignation. No general mobilization of the United Nations; no ostracizing by countries. That is one of the most remarkable aspects of this policy: Rarely have activities involving France to this extent--its finances, its weapons and its image--aroused such proportionally minimal reaction.

The French? From Place de la Bastille to Place de la Republique, no one has yet passed by shouting: "Hands off Africa!" Caring more about Eastern furries than the Africans' right to self-determination, they ponder without excessive anguish.

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The politicians? Up until the "diamond affair" which piqued their curiosity, African affairs had only aroused marginal concern--sincere concern on the part of those who had in mind more "adult" relations with the former colonies. And sharper criticism from an opposition which, in accordance with the principle of the sovereignty of peoples, had a good opportunity for discussion. On 5 December, when Francois Mitterrand was commenting on African policy, his criticism was mainly directed against the Bokassa affair and what he modestly called "the subsequent events," without challenging the overall French policy in Africa, "Where the French," he said simply, "are continuing to provide a presence which we wish were more profitable, useful and fruitful."

And Africa? With very few exceptions, it is discreetly happy over the existence of an "umbrella." In remaining silent, Africa is astonishingly giving its consent. There is no doubt about it, as one minister put it to us, "Giscard is gambling without any risk."

France's African policy is, first of all, his own. He is the sole master--along with events--of these grand schemes. His approach to this continent is, in the words of one of his colleagues, "Almost sensual." Out of two or three key ideas, he has come up with a doctrine based on two basic principles:

"Every African nation has a right to security within its borders, no matter what its orientation."

"Whenever necessary, France will keep the commitments it has made." This idea is not new, but the tone has changed. Why?

1976: Everything Is Teetering

All of a sudden, in 1976, Africa was teetering. For the first time, with the Indochinese affair over, the East-West confrontation moved from the China Sea to the shores of Africa. In Angola, the upheaval caused by the hasty disengagement of the Portuguese was bringing about chaos. A string of Soviet cargos and heavy transport planes was unloading heavy equipment, armored vehicles and aircraft. Thousands of Cubans were landing in Luanda and setting up--after months of civil war--a "friendly" regime. The West let down its guard. The United States, having barely emerged from the pitfalls of Vietnam, rejected any suggestion of a new adventure. France attempted to intervene in order to stem the tide, but finally turned down the idea of acting alone. The allies would thus finally agree to grant paltry and unimpressive support to the anti-Marxist guerrillas. Paris learned its lesson: Africa, won through international confrontations, had entered a disturbing era. Henceforth, one key word would be inscribed in the vocabulary of the black continent: Destabilization....

There was no longer any question of reacting as in the past. Up until then, since countries had gained their independence, French intervention seemed

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to be like a family affair, rather discreetly handled in order not to bother the neighbors. The situation was then totally different: Having emerged from the colonial incubator, the new countries were fragile, and the men who held the brand new and coveted power were vulnerable. In case of danger, they would sound the alarm of cooperation agreements. When the French marines came to lend a hand to the new regimes, it was more to ward off internal threats than to protect them from external aggression. In 1964, Alain Peyrefitte, at that time General de Gaulle's minister of information, stated: "It is intolerable that any presidential palace and its occupants should be at the mercy of a bunch of hotheads armed with rifles. Agreements with France enable one to guard against such threats."

There is no doubt that the threats were frequent: From 1960 to 1964, during that period of necessary "consolidation," there were no fewer than a dozen missions of armed protection. Those four years of intense activity, however, caused too many waves. Africa--and Africa is not the only one--had a hard time swallowing these "offenses" against a brand new sovereign state. France, in the following decade, would slacken off its activities. It was satisfied with granting limited military aid to those who requested it--as early as 1967, to Jean-Bedel Bokassa in the Central African Republic, and to Chadian president Francois Tombalbaye, whom it would soon abandon. In 1968, France planned and attempted a surreptitious incursion into English-speaking Africa. Nigeria, the most populous country in Africa, was an awesome colossus. Driven like a wedge into the soft belly of French-speaking countries, Nigeria's power was impressive to its neighbors, and its petroleum resources boggled the imagination. France bet on the Biafran separatists, but lost: It put its money on the losers.

## Private Hunting Ground

Valery Giscard d'Estaing came to power in 1974. And his presidency inaugurated a period of harsher interventions, marked by definite military escalation. That is a mere coincidence, according to our African policy strategists: The change is much more the result of the events which dictate it than of the chief of state himself. Is that so very true? Because here is a president who, as the heir of the famous "private domain" of his two predecessors, has turned it into a nearly exclusive "private hunting ground" with regard to Africa.

London cannot send even one "John Q. Soldier" to play the role of umpire in its former colony of Rhodesia without a vote by the House of Commons. And Jimmy Carter, the most powerful chief of state in the world, is subject to the control of a finicky Congress. This explains why: If France now appears to be the gendarme of Africa, it is also because of a presidential authority which is without equal among Western democracies. Direct contact allows secrecy; secrecy promotes effectiveness. And when public opinion learns the facts, they are often already accomplished deeds. Without the "leaks" about the imminence of an operation, France would not have learned

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until the very day, on 19 May 1978, that paratroopers were jumping over Kolwezi. For "Barracuda" over Bangui, last 20 September, secrecy would be totally preserved, on that occasion. The pilots who, during the preceding days, had taken the Transall to Chad and Gabon would only learn at the last moment what the goal of the "operation" was. The minister of cooperation, one of the three key men of African strategy and generally associated with the exploratory phase, suspected that there was "something in the air," but he was unaware of the day and the details of the operation. Guy Georgy, head of African affairs at the Ministry of Foreign Affairs, only learned of it afterwards. Only a handful of officers, two counselors at the Elysee, one ambassador and his military attache were to be "in the know."

Secrecy becomes contagious. The ins and outs of this policy, and even moreso the hidden side, are subjects which are practically taboo. Those who have created this policy are discreet men. They have only agreed to talk to us about it on an unofficial basis and most often in a whisper. Even with regard to the past, yesterday's officials maintain the same type of silence. Is that the mark of Jacques Foccart, who was the most mysterious figure in the Fifth Republic for 14 years?

The former secretary for African and Malagasy affairs, having gone into the import-export business, still makes "business trips" to Africa, keeps close ties with his former friends, and a vast network of contacts. On 20 April 1974, when he left the Elysee Palace, he made a clean sweep: Driven away in several vans, his files were in a secure place. And today, when he agrees to speak, it is only in brief, elliptic phrases. Joined together by a tacit agreement, his former colleagues are even less talkative. "La Foque," alias "tie salesman" for the distinguished officials in the Ministry of Foreign Affairs, acquired a following: More than 5 years after his departure, the door of the African "kitchen" is barely ajar.

A Lycee Vice-Principal in Charge of Discipline

Giscard's Foccart is Rene Journiac. This 58-year-old magistrate takes after Foccart. From 1967 to 1974, he was Foccart's right-hand man, after having spent 4 years as his contact at Matignon with Georges Pompidou. He received his training in Cameroon, where he "caught the bug." In the shadow of the ministers, in France's overseas territories, in the seraglio of the Community, he later had the time to sharpen his political experience. The rest, that zest for the know-how which is indispensable to doing the job properly, he was to get from Foccart. The men, the mysteries, he now knows them all. He is a product of Africa. Today, like his former boss in the past, it is said that he can make both rain and sunshine there.

Who would have an inkling of this power when he crosses the path of this little abrupt man with the emaciated face, dressed in the modest attire of a vice-principal in charge of discipline at a provincial lycee? With his pointed nose, his glasses and his overly-long hair curling around the nape

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of his neck, he brings to mind--halfway hidden behind his desk overloaded with files, a Professor Tournesol. But, behind those bifocals, his blue eyes are singularly scrutinizing. The office is just as modest as its occupant. On the first floor, in one wing of the Elysee Palace, his two windows let in a lot of noise from the street. On the wall, across from his, there is a map of Africa, just like one sees in the local schools. And all over, in the small room, papers and folders are strewn about.

Foccart headed a 17-member general staff. Journiac's staff consists only of his two secretaries: Bernadette and Miss Heurtebise--a paucity of resources which seems to be the result of an unfortunate misunderstanding: When Giscard sent for him in 1974, Journiac had expected to stay between 6 and 8 months. He is still there, but the administrative personnel have not followed. There are other, more serious reasons. The cumbersome Foccart machine, that State within a State, with its network of Gaullist secret agents who had woven their spider's web over Africa, all of that was an outgrowth of the overly-autonomous and sometimes cumbersome government. Pompidou, who wanted to "clean house" and get rid of Foccart, had already taken umbrage, but Foccart's omnipresence made this impossible. The 1974 elections and the advent of centrism greatly facilitated the task of Giscard, who also had a heavier hand in the dismantling of old networks and trimming of structures--a better way, in his view, to have direct contact with Africa.

The two men get along perfectly. The President, who is constantly calling upon Journiac, appreciates his discretion, his legal strictness and his competence recognized by all. Even those who are put off by his coldness and annoyed by his excessive penchant for secrecy admire his integrity and dedication. Enigmatic, a minister adds: "Journiac is Foccart and Journiac put together."

On these minor committees on Africa centered around Giscard, he at times nonplusses the participants by his ironic smile or--when he is not spouting incomprehensible rumblings--by the trivial comments with which he sprinkles the discussion: "Ah! These Africans! Ah! That is terrible," etc. But what makes an impression is "his extraordinary understanding of the African situation." And that includes the military situation. In Chad, in 1978, Faya-Largeau had fallen into the hands of the rebels, and 1,200 Toubous were charging southward. "Eight automatic machine guns and they won't get through." They later demanded the support of the Jaguars, but he had not been wrong.

Bokassa Brandishes His Cane...

He is not a man of emotional outbursts or useless expressions of familiarity. He maintains courteous, and sometimes genuinely friendly, relations with the African chiefs of state. But he can be tough and uncompromising. Last 1 August in Franceville, Gabon, there was the dramatic interview with Bokassa, who was clinging on to power. Giscard had decided that the Emperor

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had to go: The massacre of the lycee students was the last straw. He entrusted Journiac with this sensitive mission. "This time, Sir, he said to the Emperor, it won't work! You have to leave." Bokassa, infuriated, brandished his ebony cane. The mention of the incident makes Rene Journiac smile, but he insists that he was never struck.

Whenever he can, and always with the greatest discretion, he jumps into a Mystere 20 and he heads for Africa--to reassure, advise, and sometimes to reprimand. Mainly, to "stick close" to developments by maintaining direct contact. At the end of November, he was in Gabon, Niger and Upper Volta, where the situation is of "concern" to him. Whenever he returns, he makes a report to Giscard and always keeps his alter ego in the Foreign Ministry, minister plenipotentiary Guy Georgy, informed. This 60-year-old native of the Perigord knows the most obscure tribes of Africa, and he recounts like no one else anecdotes of the bush, which he embellishes with his harsh accent.

No decision is made without consulting Georgy. His analyses are based on an encyclopedic knowledge of the case. "Africa, he likes to reiterate, is merely hanging by its old colonial threads. It has tried new ways to bridge the gaps: President Senghor's "negritude," "authenticity" preached by Mobutu. It has tasted socialism, but socialism in Africa is one of those tropical flowers, beautiful to look at but carnivorous, which closes in on those who come near." France, a nation of "average impotence"--as a diplomat somewhat indelicately phrased it--does not inspire fear of hegemony. If its graft "takes" in Black Africa, or, more specifically, if there is not an actual rejection, it is because France has an invaluable knowledge of the men and the land.

When the Africans themselves are willing to admit that "we can manage," when the young nations are counting up the foreign experiences, they still note that France is the country which did the best job of decolonization and which maintains the best relations with its former colonies. They have seen the bloody upheavals brought about by independence in the former Belgian Congo, and the long unified march of the new Zaire. They note the disastrous consequences of the hasty pulling out of Lisbon. And they see Great Britain just now emerging from the Rhodesian imbroglio. As for the new migrants from the East, from Libya and the Caribbean, the real danger they represent is equalled only by their fragility.

"One flight of East Germans over a nest of Bantus does not make a spring," as was said at the Quai d'Orsay. It is easy to penetrate Africa, and just as easy to leave, but it is harder to stay there, which leads Guy Georgy to say: "We swim rather well and we are very clever at odd jobs. And, all in all, we count."

"Do odd jobs?" The expression has a definite flavor to it. Is "our African calling" thus reduced to this security blanket which we are spreading over Africa? And raw materials? And the advantage of trade within a

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vast franc zone? And petroleum, and especially uranium? Under the title of "Radiant France," that is pretty much the question raised in November by the major German magazine STERN, in an 8-page article devoted to France's nuclear policy. According to STERN, all our African adventures have but one single motive: To assure our supply of uranium and our nuclear future. That is simplifying things to the extreme, but this harsh analysis does contain a portion of truth.

France only has 10 years of uranium reserves. It is estimated that Africa has over 4 million tons of ore. In Niger, France is keeping a jealous guard around the Arlit mines, its major African source. And it does not hesitate to take from Namibian private reserves, as L'EXPRESS revealed last year.

Hopes are also up with regard to petroleum. Elf is actively prospecting in Gabon, Cameroon and the Congo, with promising results: It could extract 20 million tons by 1985. And the subsoil of Africa has not yet yielded all its wealth in rare and strategic metals. It will be recalled that "300 kilos of titanium go into the manufacture of an Airbus." These are not negligible "nuggets" and no one is thinking of denying it. "Africa has taken on a strategic, economic and international importance of the first degree, Rene Journiac asserts. We must therefore be present wherever our vital interests are at stake." And Louis de Guiringaud, former minister of foreign affairs, who is one of the best experts on Africa, adds: "Uranium, petroleum and the rest play a part, without any doubt, in our calculations. But it would be absurd to claim that we are guided only by mere immediate interest."

Our trade with the entire continent, it is true, represents only 12 percent of France's total trade, and French-speaking Black Africa amounts to only 3.5 percent of this figure.

More Puffed Up Than de Gaulle

However, in exchange for advantages taken--or counted on--France is granting costly assistance to 26 African countries, at their request. It is furnishing 12,000 aid personnel and, in 1978, granted 3 billion francs worth of direct aid. Hence, it would be ridiculous to call it "one-way exploitation."

The principle motivation? It lies undoubtedly, in the long run, in this immense reservoir of men where France wants to find a mirror: To contemplate a culture and an influence which are on the decline everywhere else in the world.

Today, France is making a breakthrough in Zaire, the largest French-speaking country in Africa. And it is already counting on the 200 million men who, 20 years from now, might be speaking French. And again, as is noted in a Foreign Ministry report, "France's cultural activities must not be cut off from the rest of the world."

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Again according to Louis de Guiringaud, "Africa is the only continent which is still on a scale comparable to France, within reach of its means. The only one where France can still, with 500 men, change the course of History."

There are risks "and, if you overuse the stick, a high-level official in Defense acknowledges, you might be in for some surprises." "Kolwezi could just as well have turned into a rout," in the opinion of one general. And a certain minister, in this respect, sees in Giscard a man who is more "puffed up" than de Gaulle, who might well one day lose his luck. But, in deep Africa, the French head of state is looked upon as a great wizard. Is it true that nothing has changed since the colonial period?

Christian d'Epenoux and Christian Hoche

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COUNTRY SECTION

FRANCE

WG-13 COMBAT HELICOPTER MISSIONS DESCRIBED

Paris AIR & COSMOS in French 24 Nov 79 pp 35-39

[Article by Jean de Galard; photographs by Michel Isaac]

[Text] Built by Westland in Great Britain with the participation of AERO-SPATIALE [National Industrial Aerospace Company] in France, product of more than 10 years of often difficult research and development carried on jointly by France and the United Kingdom, the WG-13 Lynx light helicopter is now in operational service in the National Navy. It is being used to equip fleets 31 F (Saint-Mandrier), 34 F and 35 F (Lanveoc-Poulmic).

The following article was written upon completion of reports compiled last month at the Saint-Mandrier Naval Aviation Base [BAN] where the Lynx crews are being retrained and, last week, on board the frigate "De Grasse" at the conclusion of a 6-week cruise made to evaluate the equipment at sea. AIR ET COSMOS thanks the National Navy for its valued cooperation.

Helicopter Combined With Weapons System

For a very long time the presence of seaplanes on National Navy vessels had constituted the first practical application of an idea which was not new: using aircraft to explore the environment beyond the horizon, hear and see much farther than with the sensing devices already on the vessels.

However, it was in 1950 that the need for a light helicopter, combined with the weapons system of an antisubmarine combat vessel, made itself felt. Moreover, it was at that time (1952) that the first trials took place at the Saint-Mandrier BAN involving a device for the rapid mooring of a helicopter with the aid of an iron hook.

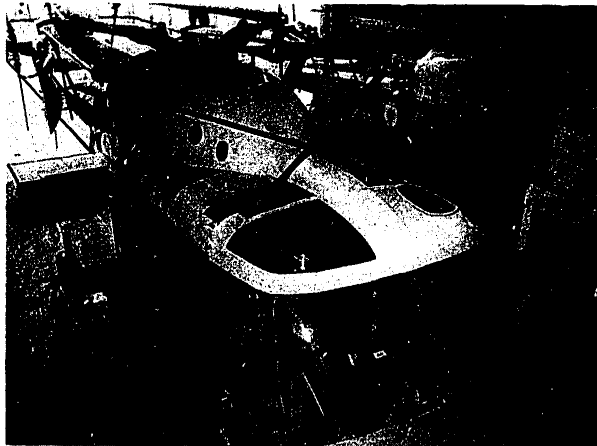
In 1965 the first project or concept "of a helicopter on board ASM [anti-submarine] corvettes" took shape under the project name "Helcor." The engineering of this project was assigned to CEPA (Commission for Practical Aeronautics Studies), based at Saint-Raphael. That organization had the threefold task of determining the missions of such a carrier-borne helicopter, study the adaptability of the "aviation" facilities of future helicopter aircraft carriers (BPH) of the National Navy to helicopters, and vice versa.

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(1)



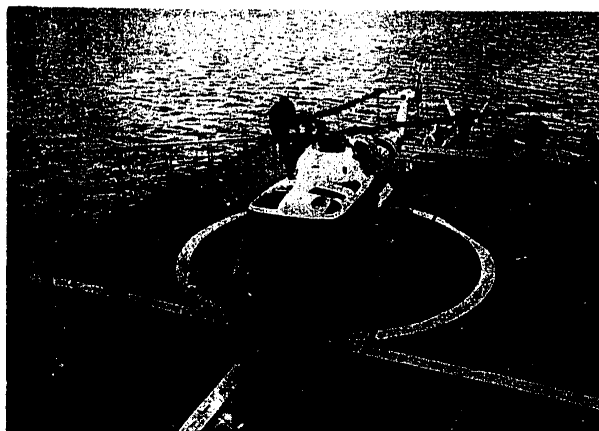
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These four photos show the sequence of a Lynx helicopter reentering the hangar of the "De Grasse": 1) The unit is immobilized by having its hook catch onto the landing grill (which one sees at top of landing arrangement) and the mechanics are beginning to fold the blades. 2) The rear section is folded. 3) The SPHEX (System for Catapulting Helicopter into Air) is put into place: one can see the guide rails on the platform. Mechanic seated at left is controlling the maneuver. Above the door leading to the hangar one can see the horizontal reference bar used during the approach maneuvers prior to landing. At the back of the hangar the second carrier-borne Lynx is appearing on the ship. 4) The two Lynxes in the "De Grasse" hangar. One also sees the SPHEX in the background

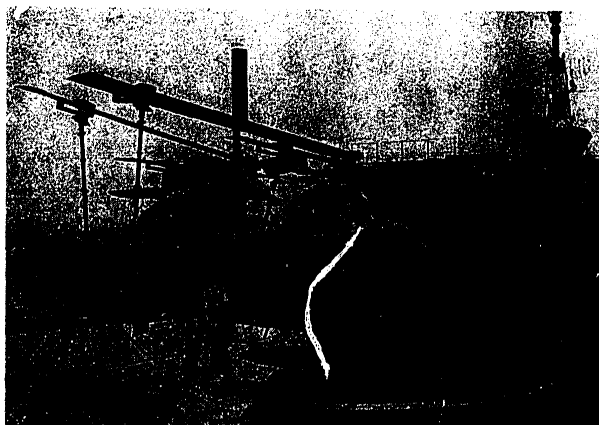
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(3)



(4)

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This study was destined to end in the achievement of an original and coherent whole: a light and formidable piece of equipment integrated in an ASM weapons system, whether to be used on ASM F-67 frigates of the "Tourville" class ("Duguay Trouin" and "De Grasse") or on ASM C-70 corvettes of the "Georges Leygues" class ("Dupleix" and "Montcalm").

To make this new helicopter a reality, France and the United Kingdom decided to combine their efforts. The first French-British protocol of agreement was signed on 22 February 1967. The first prototypes were ordered in November 1970. The first flight of the first prototype took place in March 1971.

In 1977 the Royal Navy put its first Lynxes into operation. Nearly 300 units have now been ordered by 10 countries; 8 of them have adopted the Lynx for their navies: Great Britain, France, Brazil, Argentina, the Netherlands, Denmark, Norway and the FRG.

On 28 September 1978 our National Navy took official delivery of the first of 26 Lynx helicopters it had ordered. Delivery then continued at a rate of about two units per month. The arrival of the Lynx in the National Navy marked "a turning point in the use of the helicopter which is becoming an integral part of the weapons system of all vessels of a certain tonnage" (Admiral Scordino). In fact, it is only gradually and after having had to choose between the helicopter operated by remote control, the "Malafox" type, and the carrier-borne helicopter, that the National Navy opted definitely and resolutely for the priority of the latter, for helicopters carried continuously on a vessel considerably increases the vessel's significance on the high seas.

#### The Navy's WG-13 Units

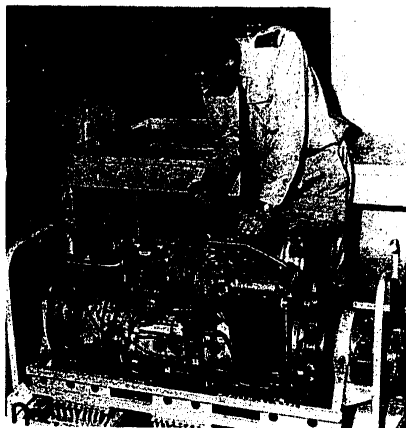
We should like to mention briefly the principal characteristics and activities of the Lynx helicopter now in operation in the National Navy: overall length, 15.16 m; length, blades and tail folded, 11.92 m; diameter of main rotor, 12.8 m; maximum weight, 4,440 kg; the 5 anticrush fuel tanks, mounted in series, have a total capacity of 940 liters for fuel with a density of 0.775; two supplementary tanks with a total capacity of 705 kg can be added at the rear of the cabin.

The two turbomotors which propel the Lynx are the Rolls-Royce BS.360-07-26 "Gem." A single motor can deliver a maximum power of 900 hp on the shaft for a period of 2 and 1/2 minutes. At takeoff using two motors, each motor delivers 830 hp and at maximum continuous operation it becomes 750 hp.

The Lynx's maximum cruising speed at sea level and a temperature of 15 degrees C. is 240 km per hour.

Some of the equipment contained on the WG-13 unit is listed later in this article.

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(1)



(2)

Six views taken at the Saint-Mandrier BAN:

1) Two Lynxes in the maintenance hangar 2) A Lynx motor on a support stand, ready to be used. 3) A rotor head in the maintenance hangar. 4) A Lynx motor on the inspection bench, under shelter. 5) Control panel of motor-testing bench. 6) Accessibility of Lynx motor has been thoroughly studied

#### ASM and ASF missions

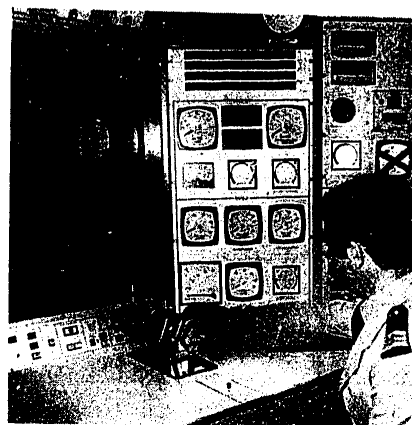
ASM signifies antisubmarine; ASF signifies antisurface. In these two completely different types of missions, precisely described in the magazine COLS BLEUS Issue 1520 and in the December 1978 issue of ARMEES D'AUJOURD'HUI, the WG-13 Lynx is described as a formidable carrier-borne helicopter.

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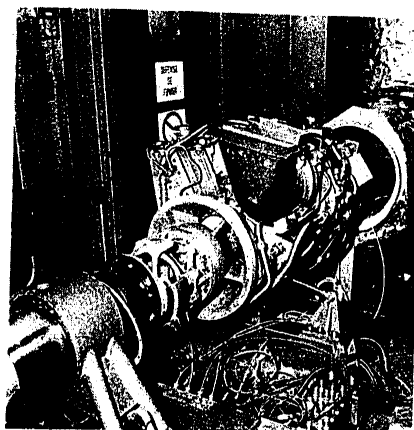
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In the case of ASM combat, the Lynx, equipped with an efficient sonar system, two MK.46 torpedoes and three crew members, serves as a means of intervention after an alert is given. It is proving to be a weapons system well adapted to the detection capabilities of its aircraft carrier.

In given circumstances, the Lynx must be able to attack a contacted enemy, without relocalization, through IFF (Identification Friend or Foe) guidance from unit to contact. It must also be able to relocate, classify and attack an enemy located by another ASM unit. Capable of operating alone, in the daytime as well as at night, and in all kinds of weather, the Lynx brings an additional capability to its carrier: during the search, the vessel can remain at considerable distance from the contact.

In the case of ASF combat, the Lynx, equipped with search radar, can assure reconnaissance sorties in an electronic war environment, therefore in absolute secrecy. Beyond the horizon of the aircraft carrier, it detects and identifies for the benefit of the carrier. Currently armed with AS-12 missiles, by using its sighting telescope it can conceivably attack missile-launching vedette boats which have little protection and whose weapons pose real danger to the helicopter carrier. With two AS-12 missiles and two crew members, the Lynx can remain in flight about 2 and 1/2 hours of which 2 hours can be at a speed greater than 200 km an hour. With four AS-12 missiles and two crew members, it can remain in flight for about 1 and 1/2 hours of which 1 hour can be at more than 200 km an hour.

#### Training Crew Members at the Saint-Mandrier BAN

Using the first two National Navy Lynx prototypes, the six initial pilots of the WG-13 were trained by the 20 S fleet at Saint-Raphael within the Commission for Practical Aeronautics Studies (CEPA) from October 1977 to May 1978. These pilots in turn monitored the first 12 pilots of the 31 F fleet from September to November 1978; the latter, previously serving on HSS.1 helicopters, were retrained to serve on the Lynx. Along with the pilots, 40 mechanics were trained in their various specialities.

From December 1978 to mid-February 1979 a new group of about 10 pilots took their retraining on the WG-13 at Saint-Raphael; then, from March to June 1979 still another group of four pilots took the same training.

Beginning 16 November 1978 the 31 F fleet, based at Saint-Mandrier, had no more HSS.1 helicopters and, from 15 January 1979, the first three Lynxes of the 31 F were for the first time carried on the aircraft carrier, "Foch," during an ocean sortie made by this vessel and during a joint land-sea exercise; through this means the first 12 trained pilots had a good initial opportunity to become familiar with the techniques of the system used at sea, particularly experimenting with procedures of the ASF mission.

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Lieutenant Commander Bec, who now commands the 31 F fleet and is responsible for retraining crews to be subsequently assigned to frigates and corvettes, believes that the retraining of a pilot on the WG-13--almost all of those trained were former HSS.1 pilots--requires from 35 to 40 flying hours 12 of which must be at night.

At the end of May 1979, the 31 F fleet had 25 retrained pilots and 8 Lynxes and, in May, an initial detachment of two Lynx units and about 15 individuals formerly with the 31 F (pilots and ground-crew mechanics) had been put into service.

On 11 June 1979 the 35 F fleet was created, the first to have this number. It received its first three Lynxes and first five pilots from the 31 F. Stationed at Saint-Mandrier from that date until 15 October, it then rejoined the Lanveoc-Poulmic base with an additional WG-13 unit and several additional crew members. Since then, it has embarked on the "Jeanne d'Arc" which left Brest last Tuesday on its traditional annual cruise.

The 34 F fleet in turn, based at Lanveoc-Poulmic and until then equipped with the ASM Alouette III, received its first four Lynxes at the beginning of the month; it is to have nine by the end of the year and it is that fleet which, henceforth, will detach the helicopter units and personnel to be carried on the three F-67 type frigates: "Tourville," "Duguay Trouin" and "De Grasse."

The 31 F fleet was assigned the task of preparing and orienting all of the personnel, aircrew or groundcrew, who were to be the first to serve on the helicopter carriers. Thus, it furnished the first detachment which took part in the evaluation cruise of the "De Grasse"; henceforth, it will provide detachments for the C-70 type corvettes. A few weeks ago a detachment with two WG-13 units was assigned to the "Georges Leygues." A detachment with one helicopter was assigned to the "Dupleix" (there will be two units toward the end of the first quarter of 1980); and the first detachments will not be assigned to the "Montcalm" before the end of next year or the beginning of 1981.

The 31 F fleet comprises about 90 persons of whom one third are flying personnel. This fleet has trained and is continuing to train the Lynx crews to prepare them simultaneously for the unit's principal missions: ASM combat and ASF combat, and for its secondary missions: search and rescue, miscellaneous duties, aerial photography. In order for a pilot to be qualified for assignment to a vessel, he must have flown at least 600 hours as a helicopter pilot 200 of which must be as an aircraft commander.

At the end of June 1979 the 31 F fleet had chalked up 1,400 hours of WG-13 flying time, 300 being at night.

About 3 hours are required to go from one configuration to another (ASF to ASM). The MK.44 torpedoes with which the ASM version is currently equipped

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will be replaced by the MK.46; the sonar is operated by the third crew member. The qualification of remote-control pilot for the ASF version is obtained after 1 month of instruction during which two missiles are fired.

#### Maintenance

Placed under the direct authority of the base's chief of technical service, at Saint-Mandrier it is the head of the aeronautical group who has the responsibility for the maintenance of the Lynx helicopters. The current availability of the equipment is about 70 to 75 percent; it was greater (80 to 85 percent) about a month ago, but this "conjunctural" decline must not give rise to a pessimistic conclusion arrived at hastily; it is mainly due to the fact that the motors currently used on the Lynx are still in the "development" stage.

As for the airframe as a whole, the formula used is that of continuous maintenance: a piece of equipment must never be out of service due to lack of maintenance. Inspections are carried out at the following intervals: after 25, 50, 100 and 200 hours of service. Every 2 years a VIS (Inspection for Structural Soundness) is to be made, lasting about 15 days. A constant search for signs of possible corrosion is made systematically.

The Grem motor comprises seven basic elements: a reducer, high-pressure compressor, bank of accessories, second high-pressure compressor, BP turbine and free-running turbine, and shaft for the free-running turbine. The potential of the high-pressure compressor, initially 400 hours, was subsequently increased to 600 hours; it is now expected to be increased to 900 hours. After each dismantling and reassembly of a basic element, the motor returns to the test station.

The Sesame automatic maintenance system will be used for the maintenance of the equipment. There is to be one such system per carrier; there is already one on the corvette "Georges Leygues."

Up to now, special mention could be made of the unit's structure, which has turned out to be sturdy and extremely feasible. The maintenance of the Lynx has appeared easy (easy access to all moving parts and systems) and the equipment as a whole has performed very well in general.

#### 31 F Detachment More Than 2 Months on Frigate "De Grasse"

At the beginning of September the first detachment from the 31 F fleet, composed of two crews (2 x 3) and nine mechanics responsible for maintenance under the direction of a principal supervisor, a technical assistant, embarked on the frigate "De Grasse" with two Lynx helicopters plus one sonar (normally two are anticipated per detachment) and an ASF combat ensemble. Until 28 September, when the frigate left Brest heading for Savannah (Georgia), the members of the detachment familiarized themselves in

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the vicinity of Brest with the procedures involved in the binomial, vessel + helicopter. After more than 2 weeks on board the "De Grasse," the pilots had chalked up about 70 hours of flight time, about 20 being night flying. Upon arriving on the ship, three of them had spent 250 hours of flight in the Lynx; the fourth, just recently graduated, had put in about 50 hours.

Lieutenant Commander Faven, in turn, commander of the 31 F detachment, had flown about 3,100 hours on the HES.1 before being retrained on the Lynx.

The "De Grasse" cruise lasted until 15 November, the date of the return to the Brest quay; the vessel had sojourned from 11 to 16 October outside Savannah, from 20 to 28 October outside Fort-de-France, and then at Las Palmas before departing on 10 November for Brest. During those 6 weeks the two Lynxes flew about 100 hours, divided almost equally between the two units; the area of ASF combat was more particularly explored (60 hours of flying time).

Two specific objectives had been assigned for this cruise: qualify the crews for night flying and test the use of the equipment in its two versions, ASF combat and ASM combat.

It was not possible to achieve the first--although they were pretty close to the goal--due to a temporary decision made by the construction engineer at the end of October to suspend night flights for the moment. The second objective was reached, even though in no circumstance were the two helicopters flown simultaneously. The availability was good (two missions canceled out of a total of more than 70), even though the two helicopters were not always available at the same time (the objective established from the beginning was to have one unit always available). Practically speaking, one of the two machines was always in flight; and, although the high rate of activity achieved in September at Brest (30 hours of flying time in 5 days at sea) was not exceeded during the Atlantic cruise, it was at least equalled during a 24-hour period (6 hours of flying time in 1 day).

The pilots also familiarized themselves with landing procedures by using all the aids existing on the vessel: luminous signals, downward gradient meter (IPD) and horizontal reference bars (BRH), Decca radar landing system for any openings (indications of axis and distance).

On the ASF combat mission the Lynx turned out to be greatly superior to the Alouette III helicopter due to the latter's radar and autonomous piloting system which make it possible to give the carrier much more precise location information. Techniques and procedures were evaluated to assure the vessel's lighting (identification of a runway, aid in pointing out an objective; possibly using the AS.12 missiles). With a Lynx at an altitude of 500 feet the range of the ship's radar, normally limited to 20 nautical miles, is doubled.

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On board the vessel and particularly for its commander, limitations in using the Lynx to full advantage are fewer than those encountered in the Alouette III in that there is no need for "flight not recommended," the unit taking off regardless of wind (admissible tolerance: 50 knots of tail wind) and being able to land with a tail wind of 30 knots; that, thanks to the SPHEX system, displacements of the helicopter on deck can be made without limitation; that the fuel can be replenished with the rotor turning. There is a limitation with regard to the folding of the blades, which requires the wind to be at its lightest relatively speaking (30 knots maximum). This operation does not require more than 4 minutes.

The first launching in the morning required an average period of 30 minutes between leaving the hangar and the first takeoff. On the average, each hour of flying time of each helicopter needed 30 minutes of maintenance. With regard to landing, the limitations in the movement of the platform appeared to be the same for the Lynx and the Alouette III.

There was no occasion to use the Sesame electronic maintenance system during this cruise; its installation and experimentation on board the "De Grasse" are foreseen for 1980.

Generally speaking and from an organizational viewpoint, a fleet detachment on board a frigate or corvette is subordinate to the vessel command through a "second in command." The director of the flight deck--a petty officer--commands the team of men handling the chocks and grappling hooks and, if worst comes to worst, the group responsible for security.

The commander of each fleet retains complete authority with regard to the designation of detachments, the organization of personnel and equipment, and the follow-up of operational availability.

During intervals when the carrier is anchored, the detachments return to their fleet's berth to further their training and learn to know their equipment better technically.

The first responsibility of a training commander is still to keep his crews at the desired operational level and the helicopters in perfect working condition. He controls the activity of his detachments by embarking on the BPH himself.

For each crew there are four levels of alert on board: 1) crew briefed on the mission, inside the helicopter, ready for takeoff; 2) crew briefed in the alert quarters, helicopter ready on the grill; 3) crew briefed but free to move about on the vessel, helicopter on the flight deck; 4) both helicopters in the closed hangar, crews at liberty.

On the operational level, the development of the Lynx helicopters on board frigates and corvettes represents a big step forward.

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Some of the WG-13 Helicopter Components

Eram: hydraulic systems.  
Omera: ORB 31Wa radar.  
CIT-ALCATEL /International Telephone Company-Alsatian Company for Atomic, Telecommunications and Electronic Construction/: HS 71 sonar.  
SFIM /Measurement Instruments Production Company/: APX 334 sight glass, CV 175 power pack, CG 512 gyromagnetic compass, scanners.  
EMD /Marcel Dassault Electronics/: Doppler RDN 72 radar.  
Crouzet: Number 140 navigational calculator, BCV control and visualization panel, Number 942 polar indicators.  
Marconi Avionics: automatic pilot.  
Thomson-CSF /General Wireless Company/: UHF homing device.  
TRT /Radio and Telephone Telecommunications Company/: NRAS-11 radio altimeter, V/UHF TRAP 136, UHF TRAP 35 communications equipment.  
LMT /Telephonic Equipment Company/: IFF NRAI-4A.  
TEAM /expansion unknown/: TFAP-16 shipboard telephone.  
Teleflex-Syneravia: windshield wipers.  
SFENA /French Air Navigation Equipment Company/: SESAME test equipment.

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COUNTRY SECTION

FRANCE

NEW MIRAGE 50 DESCRIBED, COMPARED

Paris AIR & COSMOS in French 17 Nov 79 pp 23-25, 27

[Articles by Jacques Morisset and Gerard Collin]

[Text] The presentation of the Mirage 50, latest version of the Mirage III and Mirage 5 family, at the recent Bourget Exhibition has strengthened the interest which a number of countries already had in this equipment. Even though the manufacturer is quite secretive about the purchasers of the Mirage 50, the daily press has already revealed which country is going to be the first among that group: Chile, which has ordered 16 units.

Others will obviously follow, for one simple reason: whether it is or is not already a user of the Mirage III or Mirage 5, any country wanting to strengthen its military potential finds in the Mirage 50 a piece of equipment which offers a remarkable cost-efficiency ratio. In the first place, it can, at very little expense and within a reasonable time (2 years), recover the money spent on its fleet of Mirages: recover that expenditure because the Mirage 50 offers a level of performance which is appreciably higher than that of the Mirages currently in service; at very little cost because the new unit is profiting from the high degree of perfection the Mirage family has attained and using almost all the logistical systems and quality of personnel used by the Mirage III or Mirage 5 as well as the highly developed weapons with which the latter units are already equipped.

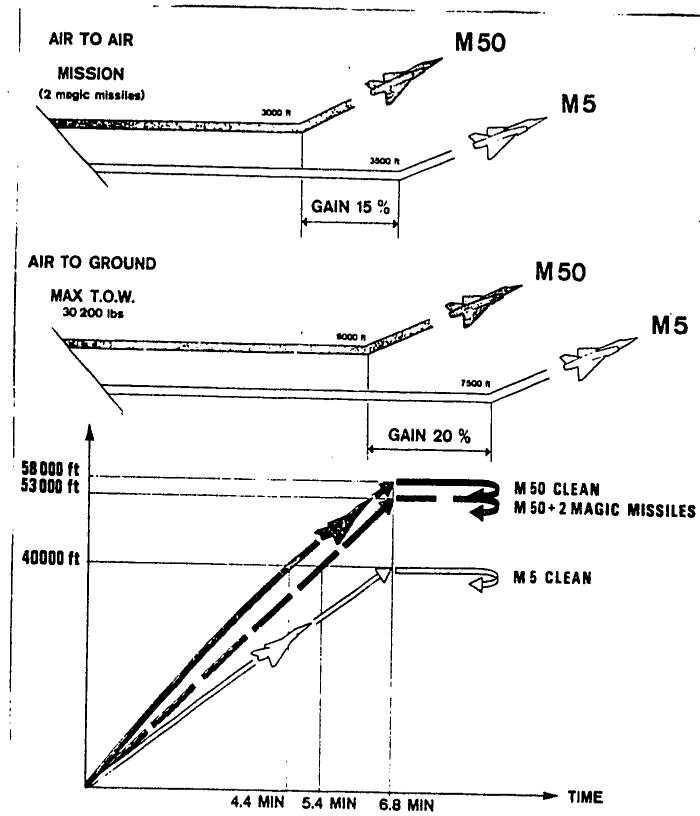
In the second instance, that of a new customer, the Mirage 50 permits the user to profit from unequalled experience (the 1,500 or so Mirages in service have chalked up more than 2 million hours of flying time) and to comply with the Mach 2 class without incurring the risk which any new plane offers; in certain instances, the Mirage 50 performs even better than heavier planes and planes of more recent concept, too sophisticated, moreover, to be put into operation without problems.

It may seem astonishing that, 20 years after the appearance of the Mirage III, it is still possible to improve equipment so thoroughly tested. In truth, the Mirage 50 has been somewhat in existence for several years, for it can be traced back to the Mirage III RZ of South Africa, the first Mirage III equipped with the Atar 9K-50, as requested by that country. But

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the changes made stopped at that point. On the contrary, the Mirage 50, whose pilot model made its first flight on 15 April 1979, is a version which has been improved in several areas: the motorization, appointments and internal fuel capacity (that of the Mirage 5, or 3,475 liters).



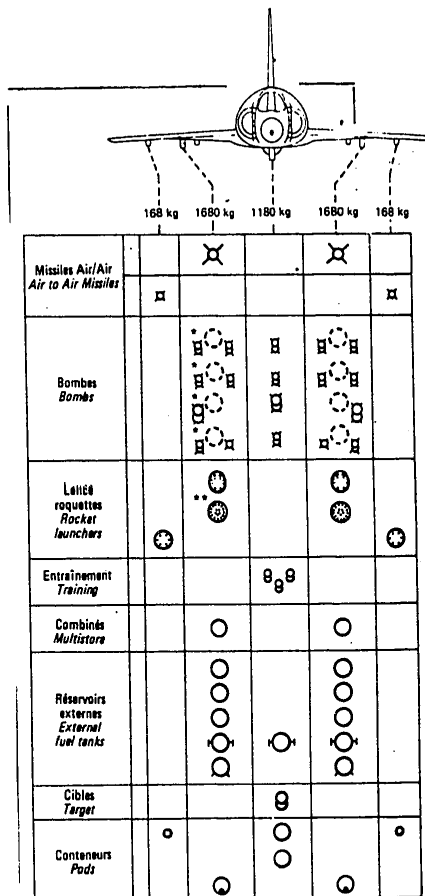
Above, comparable takeoff distances for the Mirage 50 and the Mirage 5 in ISA atmosphere + 20 (35 degrees C.); in bottom half of chart, ascension time up to Mach 2 from release of brakes

In effect, the Atar 9K-50 motor has a thrust of 7,200 kg at takeoff, whereas the Atar 9C, used up to now, delivers a thrust of only 6,200 kg. This very sizable gain of 1 ton is particularly evidenced in:

- a reduction of 15 to 20 percent in the length of the takeoff;
- maintaining the maximum mass in a heated state at takeoff, which in turn provides for a gain in mass of as much as 900 kg, usable either to carry a

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The Mirage 50 can carry an impressive panoply of weaponry (up to 4 tons on the outside

heavier weapon or more fuel; in the latter case, the range of action can then be extended by 140 kilometers;

--a greater climbing speed resulting in a gain of about 35 percent in the ascension time or of 45 percent in the altitude reached in a given time;

--pursuit time increased by about 50 percent in the case of an aircraft whose mission is to intercept at Mach 1.8 and 40,000 feet with two Magic air-to-air missiles;

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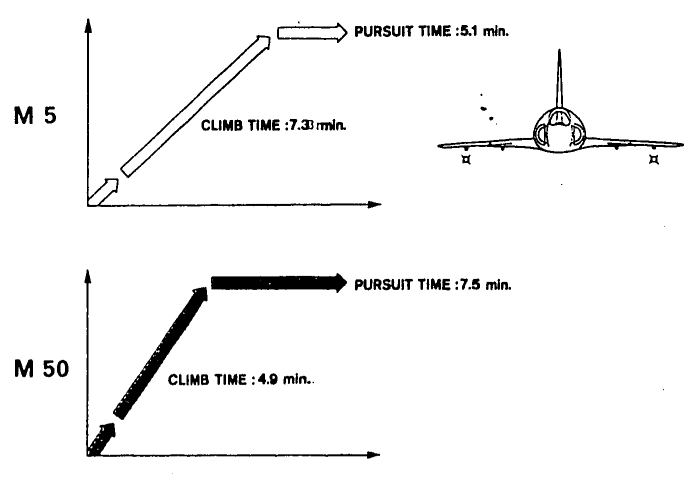
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--a flight area which has been considerably extended in Mach and altitude, especially under load conditions; the result is a substantial gain in combat maneuverability, the plane being able, for example, to make a 180 degree turn at Mach 2 and 11,000 meters in a time span which has been shortened by 33 percent;

--a ceiling gain of 5,500 feet in supersonic flight at Mach 2; in fact, a Mirage 5 can reach 54,500 feet and a Mirage 50, 60,000 feet, both at Mach 2.

Generally speaking, the margin of thrust available makes it possible to increase the acceleration and climbing-speed capabilities by 30 to 80 percent. As for the patrolling time before the acceleration which precedes combat, it is lengthened by 40 percent.

To conclude with the motor, let us recall that the Atar 9K-50, already used on the Mirage F1, is a simple and sturdy motor having no limitations in the duration of its operation up to Mach 2.1 at its maximum power and offering a potential of more than 1 hour at Mach 2.2. Equipped with a self-starting system, it is easy to restart in flight and has a fully pilotable afterburner.



Comparable climbing and pursuit times of the Mirage 5 and Mirage 50 for interception at Mach 1.8 and 40,000 feet carrying two Magic missiles

#### Weaponry

Besides two 30 mm DEFA /Directorate for Armament Engineering and Manufacture/ guns mounted in series, the five fixation points on the fuselage and wings make it possible to carry a wide variety of weapons, including MATRA

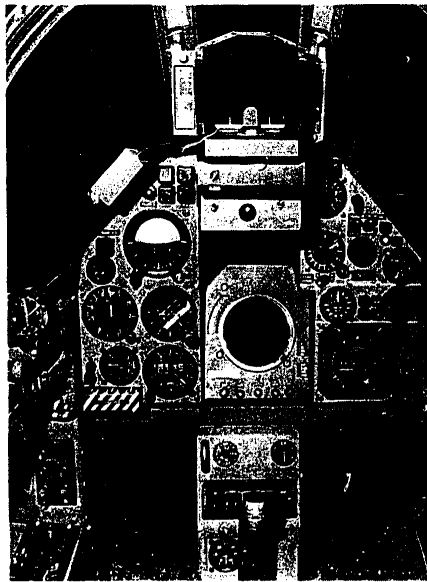
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550 Magic air-to-air missiles intended for close combat (their trials on the Mirage 50 will begin in January) and air-to-ground missiles such as the AS.30. Suspended releasable tanks holding up to 4,700 liters can be hung under the wings and fuselage; all in all, the craft can carry up to 4 tons of exterior loads thanks to its authorized mass at takeoff: 13.7 tons compared with 12.85 tons for a Mirage III.

A study of the proposed aeronautical design of the Mirage 50 is given further on and consists of two basic versions: interception with the Cyrano IV radar system in which case the aircraft can use the MATRA 530; and combat with the Agave radar system permitting it to use the MATRA 550D Magic missiles. It is also interesting to note that the range of action of the Mirage 50 on an attack mission at low altitude is definitely greater than that of a Mirage III E: with two bombs of 400 kg, the range is, in fact, 630 kilometers compared with 510 for the Mirage III E.

Lastly, the degree of similarity between the Mirage 50 and the Mirage III E and Mirage 5 is very high: 90 percent in the case of the frame, 95 percent in the systems, 45 percent in the motor, 75 percent in the ground support, and 80 percent in the training of the personnel.



Photograph of the control panel on the Mirage 50. One can see the radar scope in the center as well as the bomb sight

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### Systems

The various systems used on the Mirage 50 are taken largely from those of the Mirage III and Mirage 5, around 95 percent to be precise. The following are the main characteristics of the Mirage 50 not inherent in the Mirage III and Mirage 5.

The electrical generation system is composed of two circuits:

- a 9 kw continuous-current generator connected to a 40 ah battery;
- a 10 kva alternator coupled to a kw transformer-rectifier, which takes over in case of a generator failure.

The equipment is powered in three groups in order to assure independent operation and permit proper configuration in case of failures.

The hydraulic generating system comprises two independent circuits: separate tanks, 3,000 psi pumps, accumulators and the like.

The flight controls are independently coupled to the two hydraulic circuits in accordance with the "fail-safe" principle, allowing for possible failures.

The flight controls can be activated through power delivered by current meter through a fixed reactor. As a last resort, an electric pump takes over.

These flight controls are electromechanical. They include the rudder for yaw piloting and the movable airfoils for control in rolling and pitching. Each circuit is equipped with an artificial sensing device and a small auxiliary airfoil.

In addition, the Mirage 50 has airbrakes mounted at the intrados and extradors of the wings in two sets and with dual surfaces.

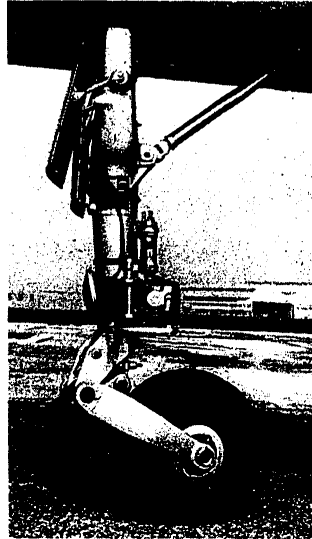
### Aeronautical Design

The aeronautical design of the Mirage 50 is in keeping with the two principal missions foreseeable for this plane, air-to-air or air-to-ground. For this reason, there are two versions of the plane's combat electronics, which can be traced to the original units, the Mirage III and the Mirage 5.

"The Mirage III spin-off": the Mirage 50 is first of all a high-performance intercepting plane for aerial defense. It is preferably equipped with a Thomson-CSF /General Wireless Company/ Cyrano IV M radar system. In effect, this radar system has a primary air-to-air purpose associated on the Mirage 50 with 530 missiles. Moreover, the Cyrano IV is the one used on the French Air Force's Mirage Fl.

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The front wheel train of the Mirage 50 (developed as the principal wheels by Messier-Hispano-Bugatti) can be steered

The scope of activity of the Cyrano IV is first of all centered around the air-to-air sector (research, pursuit, interception, telemetry) with an additional possibility in the form of air-to-ground cartography. In comparison with the Cyrano II of the Mirage III units, the Cyrano IV offers almost a double range of action, a technology which has been substantially modernized by microelectronics. The antenna is also different from that of the Cyrano II: it is of the inverted Cassegrain type with double reflection, whereas the Cyrano II antenna is parabolic with a horn arrangement at the focal point. The inverted Cassegrain principle makes it possible to obtain a double scan with a single rotation of the emission horn.

"The Mirage 5 spin-off": in this case the Mirage 50 is equipped with an Agave radar system designed by Thomson-CSF in collaboration with EMD (Marcel Dassault Electronics). The Agave radar system is highly "compact," offering a particularly interesting cost to performance ratio. It covers air-to-sea activities (research, pursuit, telemetry, pinpointing) and air-to-ground activity (cartography), while preserving interesting air-to-air performances: research, pursuit and telemetry. For the Agave the detection distance in the case of a target having a surface of 5 square meters is about 25 kilometers. The front scanning sector of the Agave is about 140 degrees. We may recall that the Agave is used on the French Naval Air Force's Super-Etendard, which makes it possible in the case of exporting

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the Mirage 50 to propose two radar systems which are now in mass production for our domestic requirements; moreover, this serves to assure the user that we are making a constant effort to improve the two radar systems from the standpoint of technology.

Beginning with the Agave or the Cyrano IV, the electronic system of the Mirage 50 is rounded out with:

- an electronic bomb sight (cathode-type) number VE110 from Thomson-CSF;
- a navigation and altitude system. Dassault-Breguet offers its armed-forces customers, as first choice, an inertial navigational power pack, the "ULISS" put out by SAGEM /Company for the General Application of Electricity and Mechanics/. This power pack is completely numerical, compact (short 3/4 ATR format only) and based on modern components both from the standpoint of gyrometric sensors (dry gyros, synchronized) and that of the numerical calculator (microprocessors). Upon request, Dassault-Breguet also offers the possibility of equipping the Mirage 50 with a gyroscopic directional and vertical power pack, produced by SFIM /Measurement Instruments Production Company/ (type 550), a Doppler radar system, the RDN 72 put out by EMD, and EMD's M182 calculator. The system can even be integrated through calculation of inertia-Doppler crossbreeding with supplementary by-passes:
- a calculator of attack and bombardment, EMD's M182;
- active or passive means of taking countermeasures. Here it is a question of an alldirectional radar detector, of an offensive jamming station and a means of electronic reconnaissance.

Thus, in its systems and aeronautical design, the Mirage 50 shows up as a very modern plane, equipped in reality with the same features as those found in the planes used by the French Air Force or Navy, even superior in some instances. Likewise, we note that the Mirage 50 is equipped with the Agave or Cyrano IV radar systems, the latest developments of French technology, while awaiting the radar systems developed for the Mirage 2000. Also of note is our recourse to a modern inertial power pack, already adopted on the Super-Etendard or on certain Mirage F1 EQ units intended for export, the ULISS power pack.

In effect, the Mirage 50 seems to be a Mirage III/5 at the top of the range, thus bringing the equipment to the highest technological level while continuing the operational and technical achievement of the Mirage III/5 line.

Thus, the features of the Mirage 50 are helping make that unit the last phase before the Mirage 2000.

#### Mirage 50 Components

We are giving below a few of the suppliers of Mirage 50 components. The list does not presume to be nor can it be complete; its only purpose is to give an indication of industry's participation in the Mirage 50 program.

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- Alkan: ventral ejectors or wings, bomb-releasing apparatus.
- Auxilec: electric generator equipment.
- Crouzet: type 68 aerodynamic power pack with type 44 pressure captors.
- Dassault: hydraulic servocontrols.
- DEFA: 30 mm guns.
- EAS: "TVU740" V/UHF/AM transmitter-receiver, "ERC741" VHF/AM transmitter-receiver, "RNA720" VOR/ILS, Marker RB700 receiver, VOR, OBS control boxes.
- ECE: various switches and sights.
- EMD: M182 navigation and attack calculator, Doppler RDN72 radar system, fatigue meters, Agave radar system (Thomson-CSF), IFF, transponder.
- Intertechnique: oxygen.
- LMT /Telephonic Equipment Company/: Tacan.
- Martin-Baker (Hispano licence): M4 ejectable seat.
- MATRA: missiles.
- Messier-Hispano-Bugatti: landing gear, hydraulic generating equipment.
- Microturbo: starter.
- SAGEM: ULISS inertial power pack.
- SECAN: fuel tanks.
- SFIM: directional and vertical power pack, accelerometers, various instruments.
- Thomson-CSF: Agave or Cyrano IV radar systems, VE110 bomb sight.
- TRT /Radio and Telephone Telecommunications Company/: radioaltimeters, V/UHF or UHF radio set as optional equipment.

Important observation: the Mirage 50 is intended exclusively for export. Therefore, the components may vary to some extent from one country to another according to the customer's desires.

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COUNTRY SECTION

FRANCE

AS-30 LASER-GUIDED MISSILE TEST FIRED

Paris AIR & COSMOS in French 10 Nov 79 p 245

[Article by Pierre Langereux]

[Text] The firing of an air-ground "AS 30 Laser" missile was successfully carried out in October at the Landes Testing Center with a Mirage III fighter using a target lighted by a laser designator located on the ground, the Aerospace Agency has announced, pointing out that the missile hit the center of the target. The "AS 30 Laser" developed by the Aerospace Agency is an air-ground missile terminally guided by a laser spot thanks to a semiactive "Ariel" self-driver developed by Thomson-CSF.

This missile is made for the single-seater "Jaguar" fighters of the French Air Force that are equipped with the "Atlis 2" laser-stocked objective-designating and illuminating pod device developed by Thomson-CSF in cooperation with Martin Marietta (USA).

The "AS 30 Laser" can equip one-seater or two-seater combat airplanes for an attack on all important surface objectives, allowing the firing airplane to remain beyond the reach of enemy defense systems. The "Atlis 2" pod can likewise serve for firing rockets and laser-guided gliding bombs. The U.A. Air Force is interested in it for the firing of laser-guided weapons by F 16 fighters.

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COUNTRY SECTION

FRANCE

INCREASED SALES, USE OF MAGNETIC BEARINGS DESCRIBED

Paris AIR & COSMOS in French 8 Dec 79 p 53

Article by Pierre Langereux: "Increasing Industrialization of S2M Active Magnetic Bearings"

Text The S2M Magnetic Mechanical Company submitted to the press on 21 November at Vernon (Eure Department) the results of its 3 years of operations and applications of active magnetic bearings, which will be sold in the future in France and abroad under the brand name of Actidyne.

The S2M was founded in June 1976 by SEP European Propellant Co. and SKF Swedish Ballbearing Works, who hold respectively 51 and 49 percent of the capital, (increased to 13 million francs in 1978). Their aim is to industrialize the active magnetic bearing developed initially (in 1971) by SEP, with TELDIX expansion unknown, Germany, for an inertial balancing wheel designed for the stabilization of satellites and which was first applied in the restoration of the images of meteorological and long distance detection satellites (family of VIZIR expansion unknown laser viewers). Mr Haberman, S2M technical director, explained that its active magnetic bearings (5 axes), in fact, are able to effect complex and active controls with tightness and absorption results better than those of passive bearings. Today Actidyne bearings are able to compete with ball, oil or gas bearings in the most diverse applications, in the broadest range of industries: chemical, printing, electrical, nuclear, aerospace etc.

The industrialization of Actidyne bearings began 2 years ago through a performance for the first time in the world: magnetic suspension of the Leybold-Heraeus (Germany) turbo-molecular vacuum pump. This model 560 M pump is still the most efficient on the market: moving at 30,000 rev/min, it discharges 560 l/s and guarantees a suitable and efficient vacuum ( $2.10^{-11}$  mb) without cooling, noise, vibrations or

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pollution. Moreover, this technique has allowed the SEP to develop a small pump (100 l/sec) with actidyne bearings (50,000 rev/min) for a furnace for the production of materials in microgravity in a vacuum on board the "spacelab" orbital laboratory.

In 1979, the second year of commercial operation, the turnover of S2M (35 persons) will reach about 5 MF [million francs] (compared with 1.2 MF in 1978) with the small series production of Actidyne magnetic bearings, mainly for turbomolecular vacuum pumps (200 units sold), as well as for machines for machining and polishing printing cylinders, K Walter (Germany), and a few very special prototypes, such as a magnetic suspension of a 6 ton table for the production of photographic film AGFA [Aniline Dye Company] and a friction testing bench (with 20,000 rev/min) for military shells, ETCA [expansion unknown].

However, other applications, now in the prototype stage, are ready to start series production.

The most spectacular is the magnetic suspension of centrifugal compressors, replacing oil bearings. This will make it possible to produce more compact, reliable and safer machines (fewer leaks or risks of fire) with improved efficiencies (larger machines operating at a supercritical speed) and a reduction of maintenance and operation costs (lowered fuel consumption). Two centrifugal compressors completely equipped with active magnetic bearings are now being tested at Alsthom-Atlantique.

However, the most promising market would seem to be the production of electrospindles with magnetic suspension for high speed machining: for grinding (development with LMF [expansion unknown], a SKF affiliate), but especially for high speed milling (up to 10 times the present speed), especially for the aviation and transport industries. An initial 10 kw machine with tapered bearings (60,000 rev/min) produced by S2M in cooperation with the TMI [expansion unknown] Machine Tool Company and the RITO [expansion unknown] Tool Company, has just been exhibited at the EMO [expansion unknown] Exposition in Milan, Italy. A 20 kw machine, with 30,000 rev/min, for the complete milling of aluminum panels, now being tested at Darmstadt Technical University (Germany), will come out next year. And another machine is also being developed for an American machine tool designer, who is a Boeing supplier.

S2M, which is producing complete units, including the electrospindle on magnetic bearings with its electronic control,

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envisages fitting out 10 to 15 machines in 1980. In spite of their price which is two to three times higher, the electrospindles with magnetic suspension indeed produce unique results, connected with the special characteristics of active bearings (speed, stability and precision) and with the flexibility of the electronic control, which adjusts easily to the machine tools' program.

The sponsors of S2M expect the company to grow rapidly. Mr Talbotier of the SEP has declared that the objective now is to double the S2M turnover in 1982, compared with the expectations for 1980 (10 MF). This will be achieved by the continuance of the present series and also as a result of new products (compressors and electrospindles). In fact, 1 or 2 years will still be necessary to reach cruising speed with the new applications, explains Mr Malafosse, general manager of S2M, who emphasizes especially the large electric machines (motors, generators), gas or steam turbines, fans etc. S2M has already produced a magnetic suspension of a 12 ton shaft (for nuclear purposes) and it is developing bearings 600 mm in diameter at the air-gap, able to support 1 ton at 6,000 rev/min. Mr Liard, S2M business manager, told us that the applications of S2M's active magnetic bearings are ultimately not very competitive with those of passive bearings. In particular S2M does not expect to get involved in the kinetic storage of energy like Aerospatiale Aerospace.

On the other hand, S2M is dependent on exports: it does 90 percent of its total business abroad, mainly with Germany and also with the United States. It is also very much in demand in Japan and wherever dynamic industrialists do not hesitate to resort to innovation,--in spite of the risks--to advance technology in growing sectors. Paradoxically, it is in France that the active magnetic bearing arouses the least interest, even in leading industries. However, no man is a prophet in his own country...

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COUNTRY SECTION

FRANCE

BRIEFS

PCF PRESIDENTIAL CANDIDATE--Rene Le Guen, secretary general of the CGT cadres and a member of the PCF central committee, may be the communist candidate in the 1981 presidential race if [Georges] Marchais declines to run. [Text] [Paris PARIS MATCH in French 11 Jan 80 p 47]

MARCHAIS TO ANGOLA, MOZAMBIQUE--[PCF Secretary General Georges] Marchais is supposed to visit Angola and Mozambique early in 1981. [Text] [Paris PARIS MATCH in French 11 Jan 80 p 47]

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COUNTRY SECTION

ITALY

AFGHANISTAN WILL NOT BECOME USSR'S VIETNAM

LWO31629 Milan CORRIERE DELLA SERA in Italian 2 Jan 80 pp 1-2 LD

[Commentary by Giuliano Zincone: "Nobody Will Say of Afghanistan What Could Have Been Said of Vietnam"]

[Text] U.S. experts are saying (and hoping) that Afghanistan will be the Soviet Union's Vietnam. We, however, do not believe at all that the USSR's international image and credibility will emerge compromised or disfigured from this undertaking, as was the case with the United States after the Indochinese war. In both good and bad, unfortunately, the Moscow government will remain the same in the eyes of the world. This, for several reasons:

1--First, because the world will not see the Red Army's misdeeds. The Americans in Vietnam carried hundreds of journalists in their helicopters and permitted television crews to film bombings, reprisals and villages burned down with napalm--all the atrocities of war turned into a document and a spectacle in the name of free competition. Much more likely nothing will be seen of Afghanistan. Therefore the world's indignation will have no images on which to feed;

2--The Red Army is quick and feels no remorse. Its blitzes hail back to Napoleonic strategies: They strike with overwhelming forces and with the utmost violence. Among other things, this enables Soviet attacks to lapse as front page news quite soon. The Americans, on the other hand, took years, with their "military advisers," their "escalation," their "Vietnamization" and their humanitarian hypocrisies swiftly denied from every television channel;

3--Of the USSR's sympathizers scattered across the world, few expect the Soviets to act "correctly." Essentially it is ideology and efficiency which count for the supporters of Moscow-style communism. In the eyes of these "believers" the end justifies the means. They maintain (probably in good faith) that the Red Army brings more correct values to the peoples whom it subjugates and that no sacrifice is too much when there is a danger of part

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of the world falling into (or remaining in) capitalism's hands. Whoever continues to love the USSR after the shock of Czechoslovakia will not be scandalized by its imperialist undertakings. Indeed, he will be proud of Moscow's worldwide power and its military strength. And as for those already hostile toward the USSR, Afghanistan will merely provide them with further arguments for their barroom conversations.

But over and above the verdicts and obvious condemnations, some of these conversations reveal a kind of anger, to the right bordering on envy and to the left on a vague feeling of superiority. There is anger that the Soviets are lying shamelessly when they claim that their troops were summoned by the very governments of the attacked countries. Moscow uses a well known vocabulary in which occupation means liberation, invasion means internationalist aid and so forth.

This makes people angry. And this leads almost automatically to a feeling of authoritarian envy. Some people consider it would be useful if also the West, in Europe, public opinion were kept silent; if (for instance) all oppositionists could be branded as criminals and minorities could be stripped of their democratic rights in the name of a "higher goal."

The workings of the feelings of superiority are more complex. Witnessing the Soviet blitz, the West experiences a sudden sense of (legitimate) pride. Basically, the United States lost the Vietnam war partly because of an "excess of democracy": because millions of young Americans demonstrated in the streets against the aggression, because thousands of intellectuals were allowed to protest and because the press was free to condemn the government. This is the price of freedom and, all in all, it is nothing to be ashamed of.

Very well, then, let us console ourselves. But let us not forget the close links binding freedom and trade, the fact that the pluralism of ideas is indispensable to the pluralism of goods--to the extent of the extreme paradox of the United States where, at the time of the uprisings in the ghettos, the colors of the Afro-American revolutionary flag quickly appeared in the big department stores on shoes, combs and toys, alongside posters of America's sworn enemies, such as Che Guevara, Mao, Ho Chi Minh. Let us not forget that this freedom often borders on a commercialistic "broad mindedness" which perhaps prevents the Western world from committing crimes with impunity, but which at the same time threatens to suggest to it that it is not worth believing in itself or defending itself.

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COUNTRY SECTION

ITALY

BERLINGUER VIEWS EUROCOMMUNISM'S PROSPECTS FOR SOCIALISM

LD071711 Madrid CAMBIO 16 in Spanish 30 Dec 79 p 73 LD

[Article by Secretary General Enrico Berlinguer: "Eurocommunism: Origins and Prospects"]

[Text] Our struggle for socialism in Italy and West Europe stems and receives its forms above all from our particular national history and from the conditions, traditions and innovations which mark the development of present-day capitalist Europe's social and political life.

There is indeed some fundamental shared characteristics between the Italian situation and the situation in the other West European capitalist countries and our reflection on them has in recent years coincided with the reflection carried out by the other West European communist parties (and communist parties of other non-European capitalist countries, such as Japan). Even bearing in mind the different historical experiences and the cultural differences and approaches which have governed and still govern these parties' work, in some of them there has come about a shared belief that the struggle for socialism and socialist building must be waged while observing the rules and regulations of representative democracy and guaranteeing all freedoms. This is the fundamental and general option of Eurocommunism. However, we do not intend to indicate another model which devalues or presumes to replace yet other models which have existed or which still exist. On the contrary, we invoke the teachings which stem from the historical development of socialism and the European and world workers movement and the new roads which, compared to the roads hitherto pursued, the communist parties must pursue for socialism to establish itself in developed capitalist societies, in countries where more or less abroad and consolidated democratic traditions exist.

Above all, at the turn of the century we had the experiences of the Second International, which constituted the first phase in the workers movement's struggle to surmount capitalism. This was the phase of the socialist and social democratic parties which, having emerged at the end of the last century, were the protagonists in the awakening of class consciousness

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and the task of organization and mobilization, through the political and social salvation of millions of exploited people, which we consider an inalienable heritage also for the communist parties. But this experience reached a tragic crisis: This first phase, in which the reformist tendencies prevailed at a certain point, ended when the workers and socialist movement--except for some of its sectors--yielded in the face of the bourgeoisie's unleashing of World War I, and later through its inability, in some countries, to stand up to the wave of nationalist and fascist movements.

The second phase began with the October 1917 Soviet revolution: the Russian communists' initiative and Lenin's action marked a dividing line in contemporary history and a turning point in the rise of the workers movement and in the growth and expansion of the proletariat's political influence, compared to that of the bourgeoisie, on a world scale.

Our critical relection on certain aspects of the history and reality of the Soviet Union and other socialist countries does not alter our awareness of the value--under the international and domestic conditions which came about in the Soviets' nation--of the decision to "build socialism in one country" and of the significance of the subsequent creation of other socialist-type societies in East Europe and Asia. Nevertheless, we are still convinced that in the Soviet Union and other socialist countries there is still the unresolved problem of surmounting the contradictions between the democratic potentials implicit in societies which have replaced capitalist relations with socialist relations and the obstacles which now exist in those societies to a full development of all freedoms.

At the same time, following the collapse of the old colonialist system, several newly independent countries have tried or are trying to orient their development in a socialist direction. The essential task now is, as far as we are concerned, to continue the revolutionary process in the West along paths which will take into account and profit from the two previous phases and the critical reflection thereon, to start the third phase of the advance to socialism and socialist building throughout the world. From this viewpoint the success of the West European workers movement's struggle is decisive.

It is a matter of rectifying a historical discrepancy and a delay which have adversely affected--and are still affecting--the development of world socialism.

Lenin had a very incisive and clear intuition of the importance of establishing socialism in West Europe to the development of the October Revolution itself and to building the first socialist society. Let this single quotation from Lenin suffice: "We do not impose our road on other countries.... The West will do the same. Perhaps we make mistakes, but we hope that the Western proletariat will correct them. And therefore we address ourselves to the European proletariat, asking them to help us in our work."

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In the current era the advance of socialism in West Europe will constitute a major contribution to resolving the existing contradictions in the countries where socialism has hitherto been realized. It will also help to resolve the crisis of detente, establish systematic relations of alliance between the workers movement and the developing countries' peoples and the underprivileged masses and create new contents and initiatives for the strategy of peace, detente and disarmament. This, above all, is the only road which can halt Europe's economic and cultural decline, restoring to it a front-rank role in the progress of civilization, to insure a new international economic order based on cooperation among states with differing social systems, which is the only way to completely and firmly establish peace, justice, democracy and freedom throughout the world.

[Signed] Enrico Berlinguer. Rome, 19 December 1979.

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COUNTRY SECTION

PORTUGAL

ARTICLE LOOKS AT OUTDATED PORTUGUESE ARMY'S EQUIPMENT

Madrid DEFENSA in Spanish No 19, Nov 79 pp 20-24

[Article by X. J. Taibo: "The Portuguese Army"]

[Text] In the 1960's, Portugal, which was involved in a complicated, hopeless war in three distant African territories, developed a military structure oriented almost exclusively toward that conflict, without paying attention to its commitments with NATO and much less with the Iberian Pact signed with Spain.

One of the first effects of the April 1974 Revolution was the decision to abandon that war with no outcome.

Renouncement of the colonies, together with the need for the country's economic and social reconstruction, determined the present composition and functions of the Portuguese Armed Forces that had to go from a rural, untechnical war to a modern European defensive structure, incorporated in NATO but limited by a battered economy. There is no need for saying that the withdrawal from Africa resulted in a very considerable reduction in forces, both because of the demobilization of large human contingents and because of the abandonment and even giving of equipment to the new countries that emerged from the decolonization process.

Portuguese Army

During the war in Africa, the army was the one that had to carry the major burden in the operations and, consequently, the one that underwent the greatest changes once the cease-fire had been decreed. Immediately before the revolution, the army had 179,000 men, 134,000 of whom were assigned to Africa, between Angola, Mozambique and Guinea-Bissau in decreasing order. Obviously, it was a question of a numerous colonial force but one with little armored or motorized equipment and no electronic support.

Abandonment of the African colonies, however, did not imply a reduction in personnel to the number of forces quartered in the metropolis, some 45,000 men, a good number of whom were serving in training and logistic support

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centers for the African war. On the contrary, a plan was set up limiting personnel to a total strength of 26,900 men for 1979. This not only implied a 40-percent reduction in personnel, but also a process of unit reorganization similar to the one through which many other present-day armies have gone.

In fact, there was a tendency to reorganize the army into two kinds of forces:

An intervention corps (10,800 men) based on foreign defense, as a maneuvering army, and only episodically on internal security. This corps would have complete priority in equipment.

A territorial defense corps (total of 16,100 men) that would include, among its duties, training of all forces.

In adopting this specialization, the army went on to modify its units also. Until then, the existence of two divisions as a group of regimental and battalion type units had been maintained. The reorganization gives up these large units. It is now based on regiment-type units, although their incorporation in brigades is contemplated, as is provided in the case of establishment of an armored brigade for incorporation in NATO. In fact, the reorganization of the Portuguese Army by regiments is not yet definitive, but, at any rate, the transition from an army consisting of half-empty, poorly equipped divisions to an army of brigades well equipped with their own services has been a rule common to many armies in recent years.

#### Armored Combat Vehicles

Although this organization is easily perfectible, the army is not renewed overnight. The Portuguese Army is burdened by a well-known lack of technical equipment in every field: armor, motorization, electronics, missiles. The special nature of the African war did not require many armored vehicles there, but it also did not induce the regime to obtain them for its preservation in the metropolis. The principal tank is the M47 Patton, of which 110 were bought -- two battalions -- and it may be estimated that about 100 are still in service, probably with a low degree of mechanical reliability. Marginally, there probably still are a few World War II M4 Sherman tanks and a small number of M48 Patton II tanks received after the revolution to replace tanks removed from the active list. Light vehicles are M42 Walker Bulldog and, if they have not yet been eliminated, there still are a few M24 Chaffee, also from World War II. Some Sherman M74 or other is undergoing repair, but the impression is that the Portuguese Army, with no requirement for too large a number of armored fighting vehicles owing to the country's orography, is awaiting depletion of its whole inventory before proceeding, perhaps, to equip itself with a modest number of modern vehicles. This would lead us to think of Leopard and AMX30 tanks, without ruling out M60 tanks. Plans for establishing the so-called NATO Brigade confirm the belief in a complete renovation of the stock of tanks.

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The field of small wheeled fighting vehicles, armored machinegun vehicles and the like is much more different and complex. The most numerous and powerful vehicle is the French EBR75, from the 1950's, an 8 X 8 equipped with a 75-millimeter gun. Its special feature is that it is symmetrical from stem to stern and, therefore, has a front and rear driver, making it possible to reverse direction without the slightest turn, with the same power and speed in both directions. The Panhard EBR-ETT, with a 15-man capacity, derived from the EBR75, is also found in Portugal, although in smaller numbers. Use is also made of armored 4 X 4 vehicles of the AML245 family from the same Panhard Company, smaller although more recent in technology and production, concretely the machinegun vehicle with an H60-12 [should read HE 60-12] turret -- 60-millimeter mortar and 12.7-millimeter machinegun -- and the recent M3 [armored personnel carrier] infantry vehicle. And the Alvis FV601 Saladin, dating from 1958, with a 76-millimeter gun and 6 X 6 traction, is added to the foregoing.

In addition, the Portuguese Army has been using other small armored scout vehicles, with no artillery armament and dating from World War II. Therefore, it is doubtful that they will remain residually in the cavalry units. Mention should be made, among them, of the 7-ton Humber Mk-IV and the 3-ton Daimler Dingo.

The chapter on armored troop carriers, of which we have already mentioned the two Panhards derived from machinegun vehicles, is also complicated, because of the variety of models, although all in very small numbers. Mention should be made, with serious reservations concerning their present existence, of the Canadian GM C15 TA armored truck, called Trumpy in Spain, and also the British Humber FV1609, that may possibly still be in the ranks of the Republican National Guard. The familiar American half-track served in Portugal in its M3 and M16 versions, and also as an M3 (4 X 4 traction) wheeled vehicle. Even taking into account deterioration of equipment and probable abandonments in Africa, it may be assumed that they survive in cavalry units. With regard to relatively recently manufactured equipment, there is a very small number of American M133, caterpillar traction, curiously used until a short time ago in artillery and, at times, as antitank vehicles, equipped with the familiar 106-millimeter M40 recoilless gun.

Nevertheless, the most numerous armored infantry personnel carriers in infantry, cavalry and special operations (commando) units are the Chaimite, manufactured by BRAVIA [Luso-Brazilian Vehicle and Equipment Company] in its Porto Alto plant. The Chaimite is nothing other than the American-designed Cadillac Gage command vehicle, intended exclusively for export, with the exception of the Military Police and the United States Air Force, under the designation M706. BRAVIA has been producing its vehicle since 1964 and finally offers a complete family consisting of the following versions:

V200: armored personnel carrier for 12 men, used by the army and Marine Corps in Portugal and exported to the Philippines (infantry) and Peru

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(Marine Corps). It mounts a turret with two 7.62-millimeter machineguns, either MG42 or Browning M37, one of which can be replaced by the 12.7-millimeter M2. As a supplement, it allows an octuple 89-millimeter missile launcher, or a 60-millimeter antiambush granade launcher.

V300: Developed to adapt an SAMM530 or TA20 antiaircraft turret, with two 20-millimeter guns, or else the Chaimite turret with a 20-millimeter gun and a 7.62-millimeter machinegun. In all these cases, there is a five-man crew, two in the turret. Another possible turret, the GAD-AOA, with a single 20-millimeter Oerlikon, requires only one man.

V400: Exported to Malaysia, is a machinegun vehicle equipped with a 90-millimeter gun with a 7.62-millimeter coaxial. Three different guns -- Bofors, Mecar and Hispano Suiza -- have been provided. The Hispano Suiza gun goes with the Lynx vehicle.

V500: Armored communications vehicle.

V600: 81-millimeter mortar carrier.

V700: For Hot or Swingfire antitank missiles. Undoubtedly, it can accommodate TOW, recently acquired by Portugal.

V800: Armored ambulance.

V900: Recovery vehicle.

V1000: Command and police, antiriot version.

Although there is no verification that the whole range is in production, the Chaimite may be regarded as the principal family of wheeled armored vehicles in the Portuguese Army. This 4 X 4 has 11 lateral hatches with firing ports for firing light arms from the interior. It is entirely amphibious with no preparation. It uses a Chrysler 440, 275 horsepower, 12-cylinder, gasoline cycle V-engine. The V200 versions weighs about 9.3 tons. This weight may exceed 11.2 tons in some variants.

#### Artillery

Portuguese Army self-propelled artillery is still in the same state as it was during the colonial war. It is limited to two kinds of guns, whose total doubtfully suffices to form two groups. They are the M7B Priest, dating from 1942, 105/22-millimeters, based on the Sherman tank, and the Canadian Sexton, 87.6 millimeters, corresponding to the so-called "25-pounder." Both vehicles date from World II and, therefore, should be in a very doubtful operational condition.

Towed field artillery is based on six different guns, the heaviest of which is the American M114 155/23 howitzer, well-known in other armies and dating from 1942. The 1939 British 5.5-inch (140/31) gun is also

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found very extensively, although, since the abandonment of the colonies, its number has probably been reduced to less than half, and likewise the 25-pounder that we have already mentioned among the self-propelled guns is used, a 1938 design. With regard to exotic guns, mention should be made of the German FH18 149-millimeter and the LFH18 105/26-millimeter field howitzers, although probably they are outnumbered by the American M101A1 105/24 howitzer, undoubtedly the most widely used field piece in the world at present. It is derived from a 1939 design.

The colonial campaign brought about an almost nonexistence of antiaircraft artillery, obviously little needed in antiguerrilla action. It is limited, therefore, to the well-known Bofors 40/70. There is no antiaircraft missile model and, apparently, there are no fire-control radars. For close protection of units, except artillery, quadruple M55 12.7-millimeter machinegun mounts, of American manufacture, are used.

#### Soft-Skin Vehicles

In 1970, the Portuguese Army placed a sizable order for tactical trucks with the French Berliet Company. Without doubt, this made it possible to have a relative degree of standardization in their category. The vehicles ordered were the 2.5-ton all-terrain GBA MT (6 X 6), of which two units were assembled in France and the rest of the series in Portugal by MDF [Duarte Ferreira-Tramagal Metalworking Company], under the Berliet-Tramagal trademark and, especially, the more common Berliet GBC 8KT, classified as a 4-ton all-terrain truck. A considerable number of this vehicle type (around 3,000) was bought by the Lisbon Government, most of them in the 4 X 4 version produced exclusively for Portugal, although also some 6 X 6, retaining a number of components in common with the above-mentioned GBA MT. This figure would justify the assumption that it was possible to standardize the Portuguese Army's stock of medium-sized tactical trucks to a good degree, although undoubtedly a good part of the Berliet trucks must have remained in Africa after 1974, either abandoned or given to the new governments.

Naturally, it is still possible to find some vehicles, perhaps in specialized versions, coming from a wide variety of sources, that served in the army formerly in a certain quantity, like the inevitable American war surplus (2.5-ton GMC, 6-ton White-Corbitt, 3/4-ton Dodge T214), British (Leyland, Bedford, postwar Morris-Commercial, 4 X 4 AEC Matador 0853) and Canadian (Chevrolet C60, Ford F60 3 tons and 4 X 4). There may even still be some Spanish-made trucks, because a shipment of Barreiros was exported (apparently the TT90.22 Comando model), and, according to some source, 200 Pegaso 3020, the predecessor of the present 3045, were exported. With regard to trucks heavier than the ones mentioned, there are recent American vehicles and some German Hanomag-Henschel car carriers (possibly 1959 H151 AK).

Nevertheless, there is a range of Portuguese-designed and produced vehicles, built by the BRAVIA Company, in accordance with NATO classifications.

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For example, in the 6-ton category, the 6 X 6 Pantera takes either a Perkins 170- or 180-horsepower diesel engine, or a Chrysler gasoline engine (210 horsepower), or a Cummings diesel engine. Their extraordinary special feature lies in the possibility of improving their all-terrain mobility when converted into a semicaterpillar merely by means of coupling a chain on the rear wheel tires. The Leopardo, which has an identical cab and external appearance, only 46 centimeters shorter, is classified in the 3-ton range, although it is also offered in 4 X 2 versions (MkI and MkII). The Pantera and the Leopardo, used by the Portuguese Armed Forces and by other governments, retain components not only common among themselves but also with the Chaimite family of armored vehicles and with the Gazela light truck. Actually, the Leopardo also couples some of the engines used in the Pantera.

The light truck category may be regarded as rather standardized, because the usual model is the Mercedes-Benz Unimog, with different versions and variants, always centered around the original design, for an all-terrain tonnage, produced in the Federal Republic of Germany since 1949, and the whole range subsequent to 1955, 1.5 tons, known as the S400 series. There is another Portuguese vehicle, the BRAVIA Gazela, 1 ton and 4 X 4 transmission, with a Perkins 81-horsepower diesel engine or a Dodge 150-horsepower gasoline engine, used to the same extent. In spite of the difference in category, its cab is still the same as the Bravida 3- and 6-ton trucks. A good number of British Land Rover, Series II, long commercial model (109), often classified as 3/4-ton, must also be included among the 1-ton vehicles.

With regard to all-terrain cars, there still may be some American wartime jeeps, but the most common ones belong to the Kaiser Jeep CJ5 development (M38A1 in its military version, M606A2 as military export adaptation of the commercial CJ5 Universal Jeep), a vehicle dating originally from 1952 and easily differentiated from the preceding, usual jeeps by the rounded shapes of the front sector of the body. Other jeeps in service in Portugal are of the previous CJ3B (M606 in some military version) type, with high hood. In addition, 200 British Motor Corporation Austin G4 M10 Gypsy, both short and long chassis, were bought in 1965. Of these, 40 were specially equipped to handle communications equipment. The most common 1/4-ton among the Portuguese Armed Forces is, however, the Land Rover 88, Series II, of British make and with a short chassis.

The already mentioned BRAVIA Company produces a 4 X 4 vehicle, equivalent to the American CJ5 and under Jeep license, called Comando MkII, which takes both a 91-horsepower Jeep gasoline engine and a Perkins 70-horsepower diesel engine.

Like every army, the Portuguese Army has a certain range of special vehicles for engineers, very little standardized. Mention should be made among them of the Fiat-Allis 545B loading shovel and excavators of the same make.

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Portuguese vehicles have initials on the doors as the only unit identification mark, representing their military region (RMP, for example, Oporto Military Region, Oporto).

Light Arms and Support Weapons

Like many other countries, Portugal maintains a relative degree of production self-sufficiency solely in this matter. This activity is centered in the Branco de Prata Plant, devoted to the production of arms. Through it, the Portuguese Army has been provided with 120-, 81- and 60-millimeter mortars manufactured locally and especially a rifle genuinely Portuguese in design, the M48, using Parabellum 9-millimeter ammunition. In addition, American-made granade launchers, Browning M2 12.7 machineguns from the same source -- sometimes on M55 quadruple antiaircraft mounts -- MG42 medium and 7.62 millimeters and some light Heckler & Koch HK21 are found. The standardized portable weapon is the Spanish Santa Barbara CETME assault rifle, version C.

The presence of antitank missiles in elite units must be mentioned. At first, they were limited to a few Aerospatiale SS1, increased very recently with an order for American TOW missiles, amounting to 16 launching tubes and 600 missiles.

Paramilitary Forces

The police organization, both city and rural, is unified within the GNR [Republican National Guard]. Its personnel force is somewhat less than 10,000 men. This provides an approximate ratio of 1,000 inhabitants per policeman, although, just as is true of some other countries, certain urban duties pertaining to traffic and the like are entrusted to a municipal police force.

The usual GNR vehicle is the Land Rover 88, painted blue-gray with the initials GNR heading the license plate. Some of the other armored vehicles that we listed above must also be mentioned.

In addition, there is another BRAVIA product, the Comando MkIII, which retains the engine and complete transmission of the Gazela truck, but with an armored body quite similar to the Land Rovers modified by Short in Ulster. Its greatest weight amounts to 4,330 kilograms. The Comando MkIII, apparently also exported, uses the universal turret of the Chaimite V200 vehicle.

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COUNTRY SECTION

SPAIN

SECRETARY GENERAL OF USO INTERVIEWED ON CONGRESS RESULTS

Madrid CAMBIO 16 in Spanish 2 Dec 79 p 43

[Interview with the secretary general of the Workers Trade Union (USO), Manuel Zaguirre; date and place not given]

[Text] He was on the verge of being replaced as secretary general of the USO at its recent congress in Barcelona. Winds of change broke loose among the rank-and-file of this unusual labor union that has no links to any political party. In the end Zaguirre was reelected, but what happened left him somewhat disenchanted and with a bad taste in his mouth.

He seems older than he really is, 32, and his extraordinarily light, almost albino, coloring give him a far-off, cold and foreign air. He has a great facility with words and a somewhat caustic sense of humor. When he begins to speak, however (and he can talk your ear off), Manuel Zaguirre reveals himself to be a man with a solid intellectual background and clear ideas, which he expresses with an enormous facility and an enthusiasm that stems from deep-seated convictions.

[Question] What happened at your congress?

Zaguirre smiles and coughs ("My lungs have had it"), lighting a black cigaret nonetheless.

[Answer] That's no question! What happened? Something complicated, especially seen from the outside. The USO has been a heterogeneous, peculiar union ever since it has adhered to a model that has no close links, that is not tied to any political group and that, therefore, has different general setups.

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Authentic pluralism can at times be united and at times not. At a given moment at the congress the delegates felt the need to lash out at the secretary general, to punish him, to bare their teeth to him. This happens all too often in this surprising country, especially at major congresses, like a sort of fever. People like to orate in ostentatious phrasing and fiery harangues, and when you are a pragmatist, an everyday realist like me (I have never orated in my brief life), the Oedipus Complex comes out in people, and they have at you. I was on the verge of sending them all about their business, but obeying a natural instinct, I decided to negotiate with the various stands, and although I was disenchanted, demoralized and annoyed, I decided to push forward. There is obviously an enormous cultural millstone in this country. A mandate is constantly being identified with fascism; people rise up against the person in power, and he is doomed either to grow irrational or to burn like an ember.

[Question] It all turned out fine in the end, and you were reelected secretary general of the USO. Will you continue to pursue the same policy?

[Answer] Of course. I have a very clear-cut idea of what a pure labor union should be, one that defends exclusively the rights of the workers without having to accept or follow the rallying cries of any political group.

[Question] Many people do not, in fact, believe this to be the case. The USO is accused of being the government's, the UCD's [Democratic Center Union] union in disguise.

[Answer] I wish it were. We would be in the majority and rich. Alfonso Guerra invented that bit of nonsense one day at the XXI Century Club, and with great imagination the UGT [General Union of Workers] and the CCOO [Workers Commissions] kept on repeating it for months. You know the tactic: lie because something sticks. Perhaps so that no one notices that the CCOO practices the most perfect Leninism that I know of or that strange things very much like the UCD happen in the UGT. The Socialist union is marvelous; it goes to bed Trotskyite and gets up Western and European with a burden on its back. What bothers them is that the USO is the only union that keeps growing and that can point to its own development.

(Zaguirre enjoys poking fun at the CCOO and UGT)

[Answer continued] First they go and accept the Moncloa pacts. Now, the economic situation is disastrous, but this is simply the result of the pacts on which they placed their signatures. The only thing that occurs to them is to fire up the country and mobilize the proletariat. Moreover, we are seeing that a bipolar labor movement

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is not enough to put the brakes on the CEOE [Spanish Confederation of Employer Organizations], which when it puts its mind to it, can be something to be reckoned with.

[Question] The USO would thus be the third path, the balancing element.

[Answer] The USO is a workers' union that wants to negotiate contracts directly with employers without any political nonsense in the way. I am absolutely certain that it represents the future of this country's working masses. The power of the capitalist bourgeoisie is immense, and in order to curb it you have to be strong and have very clear-cut ideas. I think that being a deputy and a union member at the same time is incompatible, or at least not easily compatible. One of the reasons for the labor union ineffectiveness in this country is precisely the blending of unions and parties, which disconcerts the workers. There are two parties in a contract: the workers and the employers. They are the ones who have to negotiate directly. It also bothers employers to discuss a contract with union representatives who are ultimately following the political commands of a party. I am convinced that the USO will become the country's strongest union; the only labor movement with a future is an independent labor union.

[Question] Employers are complaining that the unions are demanding too much during the current crisis.

[Answer] Our country is being weighed down by a major historical millstone. Employers were gentlemen who had been born to be millionaires, while the workers were born to be a bunch of frustrated and underprivileged wretches, and they blamed Franco. I am not saying that workers ought to feel happy that they are working, but they should accept some responsibilities, and employers have to realize that they also have duties. It is a question of finding a framework of negotiation in keeping with a specific model of society, no more and no less, and as long as we do not know what we would like our social and labor life to be, we will always be going in circles and accomplish nothing. In any case, I am not an ideologue. To discuss Marxism, for example, seems like a lot of nonsense to me. I am a union man because of a feeling, the feeling of a worker who is getting...

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COUNTRY SECTION

SPAIN

PNV MODERATES SAID TO HAVE GAINED UPPER HAND OVER HARDLINERS

Madrid CAMBIO 16 in Spanish 2 Dec 79 p 32

[Text] The far from clear balance of forces between the hardliners and the legislators in the PNV [Basque Nationalist Party] has seriously compromised the party's policy with regard to the Basque parliamentary elections.

"The guys wearing suits have won." With these derogatory words, the visibly annoyed Txomin Sarachaga, one of the PNV's strong men, left last Saturday's meeting of the BBB (Bizkaia Buru Batzar), the PNV's provincial executive body in Vizcaya.

For the first time the party's hardliners had been defeated at an election, and thus this faction was forced to accept the resignation of the Bizkai. Despite the scant five vote margin, the advocates of the progressive or parliamentary faction had scored a major victory.

This blow to the more traditional faction came after several months of internal squabbling. During this period the party's current president, Anton Ormaza, and his allies, who have always and at all costs defended the current structure, refused to revamp the party bylaws, which date from the 1930's.

Anton Ormaza and his eight backers on the current provincial body (the BBB consists of 15 members), the advocates of a reverse evolution for the party, have so far pointed to the PNV's gains in order to head off any changes, citing as support for their stand its recent electoral successes, such as the latest referendum and the organization of the Alderdi Eguna (party day).

The parliamentary or progressive line, headed by Deputy Arzallus and a number of persons elected to Basque institutions, rejected this bid to capitalize on successes, however, and asserted that they too had contributed to these positive outcomes.

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The dissident factions consulted by CAMBIO 16 emphasized that the controversy that has been going on for some months "did not involve a political and ideological debate," as some would have us believe. "It is merely," these sources asserted, "an internal problem relating to the rejection of excessive organizational control. We feel that today, in view of the party's intensive and growing activities, its structures must be revamped and modernized."

The fact is, this so-called control, and in turn a certain degree of "rusting" of the machinery, had often prompted friction between PNV parliamentarians and leaders, with Txomin Sarachaga, whom some call "toxomeini," one of the leading figures in this struggle.

#### Balanced Situation

Nevertheless, and despite the triumph of the parliamentary line, the situation is quite balanced today, inasmuch as last Saturday's vote in the town of Castillo de Eljabeitia was 53 for and 48 against.

The fierce struggle entailed in the election of the next Vizcaya BBB, which is supposed to take place on 17 December, could bring on a serious crisis within the party, which runs the risk of appearing divided at the Basque parliamentary elections.

The progressive faction feels that the success of its ideas is indispensable for what it calls the new stage. During this stage more young people from other nationalist factions could be brought in once the current image of the party's machinery has been stamped out.

According to this faction, the break will come about only after an intensive 1-month campaign and an unremitting struggle.

For its part, the radical or traditional faction could count on aid from numerous municipal boards and on what many are calling the fresh infiltration of the "eladios" (a minority splinter group from the ELA-STV [Basque Traditional Catholic Labor Union-Solidarity of Basque Workers]) into the party, led by Beitia, Irala and Ormaza Jr. This ELA-STV, Lejona Congress, faction, which has at times been branded "yellow," is becoming a powerful pressure group within the party. "The strategy of the 'eladios,' a PNV member commented to CAMBIO 16, "is obscure, and we know that they have odd relations and backings outside the Basque Country."

In any case, for the time being the two factions are still at odds, and the balance of forces promises a jarring election campaign with unpredictable results.

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COUNTRY SECTION

SPAIN

ARTICLE DETAILS USES FOR NEW C-101 AIRCRAFT

Madrid CAMBIO 16 in Spanish 2 Dec 79 p 38

[Text] Spain has begun producing a military aircraft that is ideally outfitted to combat ETA [Basque Fatherland and Liberty Group] guerrillas.

Last 8 November, the first military aircraft to be mass-produced in Spain took off on its maiden flight from Getafe Airport, and the Air Force has purchased 60 of these "C-101" (or "Aviojet") fighter planes.

The Spanish Armed Forces are going to use the aircraft mainly to train air force and navy pilots. Nevertheless, according to the military sources consulted by CAMBIO 16, it could have a secondary use: battling ETA guerrillas in the event that military intervention became necessary in the Basque Country.

The Aviojet is, in fact, a very small plane with great aerial maneuvering ability. It can fly between mountain chains and through narrow mountain passes.

The C-101 is fully suited to Spain's mountainous conditions. Equipped with rocket launchers, air-to-ground missiles, bombs and machine-guns, it would be ideal for operations in any sort of terrain, no matter how rocky or steep. Another Spanish aircraft built by the same enterprise, the "Aviocar" or "C-202," which is not as technologically advanced, was used by Anastasio Somoza to combat the Sandinists.

For the moment, however, this is not going to be the use to which the Spanish Air Force Ministry is going to put the C-101. "Among other things," CAMBIO 16 was told, "because our current basic needs are for planes to train beginner pilots."

According to the same source, training so far has been done with the old T-6's ("Texans") that were part of U.S. military aid and with the Hispano Aviacion HA-200's, better known as the "Saetas."

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"Both the 'Texans' and the 'Saetas' are about to be sent to the scrap heap," this magazine was told. "For a number of years now they have been giving us nothing but trouble."

#### Development

Four years ago, the Air Force Ministry thought about replacing them. It then signed an agreement with CASA [Aeronautical Constructions, S.A.] for the manufacture of the C-101 Aviojet.

The development of the plane was carried out under maximum secrecy in Seville and at Getafe, and up to 27 June 1977 no one could claim that he had seen an Aviojet.

On that day a C-101 prototype took to the air for the first time, and with it the manufacturer and the Air Force Ministry had scored a major success. The aircraft, outfitted with a fanjet engine made in the United States, reached 740 kilometers an hour, flew 1,200 kilometers and landed back at Getafe after an extraordinary performance of low-level flight through mountainous and rocky regions.

The proud manufacturer even went so far as to offer it to the U.S. military as a training plane for the U.S. Navy. Australia, Chile and Argentina are also interested in the Aviojet, and although there is stiff competition in this field (the British have the almost identical "Hawk"; the Germans and French have developed the "Alpha-Jet," and the Italians the MB-339), there are hopes of selling a number of units overseas, mainly on the Latin American market.

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